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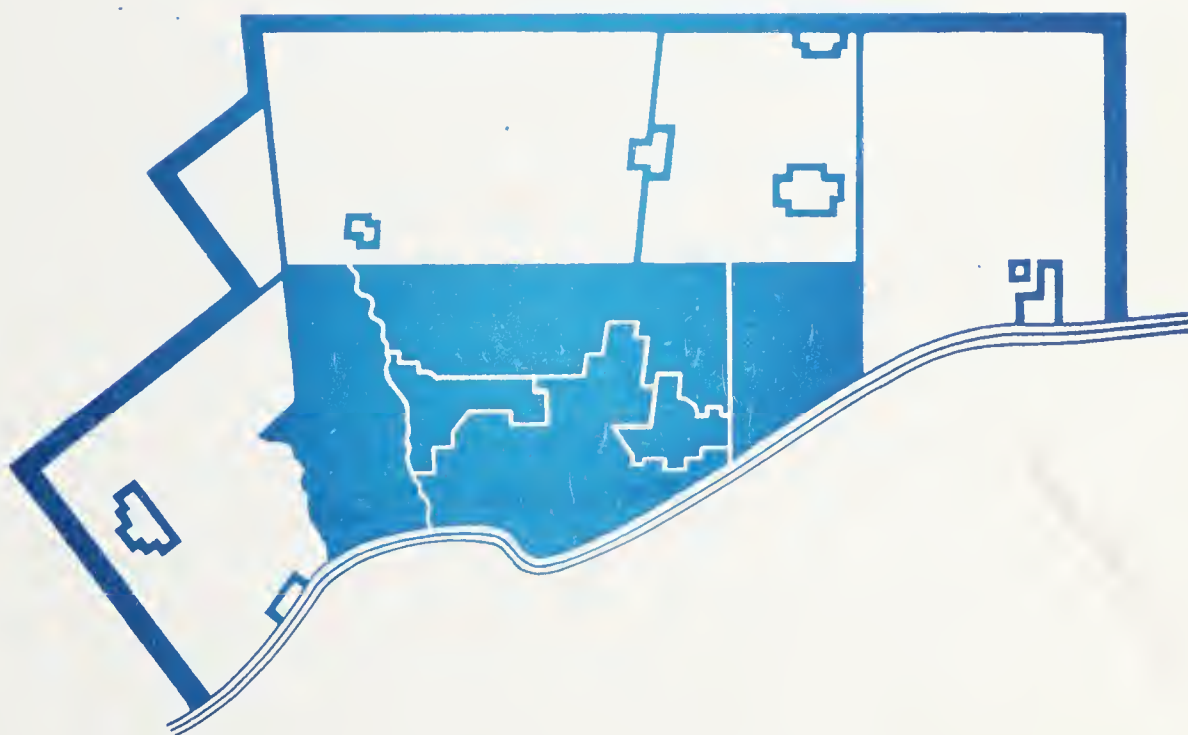
Government  
Publications

Amendments — December 1966 to December 1970

# metropolitan plan



FOR THE  
METROPOLITAN TORONTO PLANNING AREA



*Shirley B. ...*  
19-7  
MUNICIPALITY OF METROPOLITAN TORONTO DECEMBER, 1966



METROPOLITAN PLAN  
for the  
METROPOLITAN TORONTO PLANNING AREA

Summary of Amendments  
December 1966 - December 1970


Metropolitan Toronto Planning Board  
January 1971



Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

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Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970



SUMMARY OF AMENDMENTS  
to the  
METROPOLITAN PLAN  
December 1966 - December 1970

Metro Plan Amendment Number	Initiated by:	Approved by:		
		Metro Tor Plg Board	Metro Council	Minister or OMB
1	Scarborough O.P. Amendment 154*	18 Jan 67	7 Feb 67	10 Feb 67
2	Toronto O.P. Amendment 175	18 Jan 67	7 Feb 67	28 Dec 66
3	Mississauga O.P. Amendment 185	18 Jan 67	7 Feb 67	14 Feb 67
4	Scarborough O.P. Amendment 146	17 May 67	13 Jun 67	29 Jun 67
5	Scarborough O.P. Amendment 163	14 Jun 67	19 Sep 67	8 Nov 67
6	Mississauga O.P. Amendment 187	22 Feb 67	14 Nov 67	1 May 67
7	Scarborough O.P. Amendment 159	17 May 67	14 Nov 67	15 Jun 67
8	Mississauga O.P. Amendment 186	-	14 Nov 67	25 Jul 67
9	Vaughan O.P. Amendment 13	17 May 67	14 Nov 67	8 Aug 67
10	Vaughan By-law 3464	20 Sep 67	14 Nov 67	7 Sep 67
11	North York O.P. Amendment 227	20 Sep 67	14 Nov 67	4 Dec 67
12	Mississauga O.P. Amendment 192	20 Sep 67	14 Nov 67	6 Oct 67
13	East York O.P. Amendment 7	15 Nov 67	12 Dec 67	12 Feb 68
14	Etobicoke O.P. Amendment 206	15 Nov 67	12 Dec 67	23 Apr 68
15	METRO APT DEVELOPMENT CONTROL POLICY	15 Nov 67	12 Dec 67	-
16	METRO GENERAL RENEWAL PLAN	1 Feb 67	12 Dec 67	-
17	North York O.P. Amendment 228	13 Dec 67	23 Jan 68	28 Dec 67
18	North York By-law 21590	13 Dec 67	23 Jan 68	27 Dec 67
19	Scarborough O.P. Amendment 184	17 Jan 68	6 Feb 68	19 Feb 68
20	Scarborough O.P. Amendment 185	17 Jan 68	6 Feb 68	15 Feb 68
21	North York O.P. Amendment 224 (District 12 Plan)	20 Mar 68	19 Apr 68	9 Jan 68
22	Etobicoke O.P. Amendment 187	-	-	5 Dec 69
23	METRO QUEEN SUBWAY POLICY AMENDMENT	20 Mar 68	1 Oct 68	-

\*Amendment 1 to the Metropolitan Plan ("Industrial" to "Residential" in respect of about 9½ acres on the west side of Pharmacy Avenue between the Massey Creek valley and HEPC right-of-way) was incorporated into Map 2 (Land Use Plan) of the Metropolitan Plan prior to publication of that map and is, therefore, not shown in the following sketches which illustrate changes to the Land Use Plan since December 1966.

Metro Plan Amendment Number	Initiated by:	Approved by:		
		Metro Tor Plg Board	Metro Council	Minister or OMB
24	Streetsville O.P. Amendment 1	17 May 67	11 Jun 68	19 Jul 67
25	Pickering Twp. O.P. Amendment 3	22 Feb 67	11 Jun 68	3 Mar 67
26	Pickering Twp. O.P. Amendment 7	18 Oct 67	11 Jun 68	20 Nov 67
27	METRO URBAN SETBACK POLICY AMENDMENT	15 May 68	11 Jun 68	-
28	Scarborough O.P. Amendment 196	19 Jun 68	17 Sep 68	30 Oct 68
29	North York By-law 22010	24 Jul 68	17 Sep 68	8 Oct 68
30	North York By-law 22103	18 Sep 68	18 Oct 68	23 Dec 68
31	Mississauga O.P. Amendment 201	16 Oct 68	15 Nov 68	2 Aug 68
32	Pickering Twp. Hamlet Study	16 Oct 68	15 Nov 68	-
33	North York District 12 Plan Amendment 2	20 Nov 68	10 Dec 68	12 Mar 69
34	METROPOLITAN WATERFRONT PLAN	21 Aug 68	18 Oct 68	-
35	Vaughan By-law 3621	15 May 68	4 Feb 69	24 Oct 68
36	Mississauga O.P. Amendment 198	18 Sep 68	4 Feb 69	9 Oct 68
37	Markham Twp. O.P. Amendment 8	22 Feb 67	4 Feb 69	31 May 67
38	Scarborough O.P. Amendment 205	18 Dec 68	4 Feb 69	12 Mar 69
39	Scarborough O.P. Amendment 206	18 Dec 68	4 Feb 69	19 Feb 69
40	METRO RURAL DEVELOPMENT POLICY AMENDMENT	18 Dec 68	4 Feb 69	-
41	North York O.P. Amendment 239	18 Dec 68	4 Feb 69	16 Jan 69
42	North York District 12 Plan Amendment 1	18 Dec 68	4 Mar 69	19 Feb 69
43	Toronto O.P. Amendment 210	19 Feb 69	1 Apr 69	Refused
44	North York O.P. Amendment 242	16 Apr 69	10 Jun 69	12 May 69
45	METRO APT DEVELOPMENT CONTROL POLICY AMENDMENT (DENSITY TRANSFER)	21 May 69	20 Jun 69	-
46	Etobicoke O.P. Amendment 222	21 May 69	20 Jun 69	6 Oct 69
47	North York District 12 Plan Amendment 3	18 Jun 69	16 Sep 69	22 Jul 69
48	Etobicoke O.P. Amendment 216	13 Aug 69	16 Sep 69	4 Sep 69
49	Scarborough O.P. Amendment 217	13 Aug 69	16 Sep 69	8 Jan 70

Metro Plan Amendment Number	Initiated by:	Approved by:		
		Metro Tor Plg Board	Metro Council	Minister or O.M.B.
50	North York O.P. Amendment 244 (District 10 Plan)	15 Oct 69	28 Oct 69	25 Nov 69
51	Revised York Official Plan	24 Sep 69	28 Oct 69	Pending (OMB)
52	Etobicoke By-law 1302	24 Sep 69	28 Oct 69	19 Feb 70
53	Markham Twp By-laws 2325 and 2447	24 Sep 69	28 Oct 69	5 Sep 69
54	MINISTER'S POLICY RE: LAND USE CONTROL NEAR TORONTO INTERNATIONAL AIRPORT	19 Nov 69	5 May 70	9 Oct 69
55	North York O.P. Amendment 246	19 Nov 69	24 Feb 70	19 Feb 70
56	Revised Toronto Official Plan	19 Nov 69	10 Feb 70	1 Oct 69
57	North York O.P. Amendment 247	21 Jan 70	5 May 70	14 May 70 (MMA) Pending (OMB)
58	Scarborough O.P. Amendment 223	21 Jan 70	24 Mar 70	30 Oct 70
59	METRO APT DEVELOPMENT CONTROL POLICY (SOUTH PARKDALE SECTOR)	21 Jan 70	24 Mar 70	-
60	Mississauga O.P. Amendment 208	21 May 69	16 Jun 70	15 Jul 69
61	Mississauga O.P. Amendment 211	24 Sep 69	16 Jun 70	6 Oct 69
62	Mississauga O.P. Amendment 214	18 Mar 70	16 Jun 70	8 Apr 70
63	Mississauga By-law 7605	22 Jan 69	16 Jun 70	10 Jan 69
64	Pickering Twp By-law 3660	18 Jun 69	16 Jun 70	25 Jun 69
65	Richmond Hill O.P. Amendment 1	1 Jan 68	16 Jun 70	26 Jun 69
66	Vaughan By-law 3909	18 Feb 70	16 Jun 70	13 Mar 70
67	Vaughan Subdivisions T-18940/19037	18 Sep 68	16 Jun 70	31 Jan 69 11 Jul 69
68	Vaughan O.P. Amendment 17	18 Sep 68	16 Jun 70	7 Oct 69
69	Stouffville O.P. Amendment 8	24 Sep 69	16 Jun 70	28 Nov 69
70	Streetsville O.P. Amendment 3	19 Jun 68	16 Jun 70	30 Sep 68
71	Scarborough O.P. Amendment 236 (Malvern)	17 Jun 70	22 Sep 70	18 Nov 70
72	Mississauga O.P. Amendment 215	18 Mar 70	22 Sep 70	3 Jun 70
73	Mississauga O.P. Amendment 217	18 Mar 70	22 Sep 70	28 May 70



Metro Plan Amendment Number	Initiated by:	Approved by:		
		Metro Tor Plg Board	Metro Council	Minister or OMB
74	North York O.P. Amendment 249	15 Jul 70	22 Sep 70	Pending (OMB)
75	Scarborough By-law 14038	15 Jul 70	22 Sep 70	Refused
76	Scarborough O.P. Amendment 243	16 Sep 70	20 Oct 70	13 Oct 70
77	Scarborough By-law 14139	16 Sep 70	20 Oct 70	3 Nov 70
78	York By-law 865	16 Sep 70	20 Oct 70	Pending (OMB)
79	Scarborough O.P. Amendment 249	18 Nov 70	15 Dec 70	Pending
80	Mississauga O.P. Amendment 218 (Erin Mills - Meadowvale)	20 May 70 } 17 Jun 70 }	15 Dec 70	26 Aug 70
81	Vaughan O.P. Amendment 18	10 Dec 69	15 Dec 70	12 Aug 70
82	Vaughan Subdivision T-20264	15 Apr 70	15 Dec 70	17 Jul 70
83	Vaughan By-law 3892	18 Mar 70	15 Dec 70	13 Oct 70
84	Ajax By-law 714	21 Jan 70	15 Dec 70	24 Jun 70

Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

MAP I, POPULATION DISTRIBUTION





Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

MAP I, POPULATION DISTRIBUTION: INCREASE IN  
DESIGNATED POPULATION BY PLANNING DISTRICT

Planning District	Metro Plan Amendment No.	Designated Population 1966 (±5%)	Increase 1966 - 1970	Designated Population 1970 (±5%)
1		142200		142200
2		260300		260300
3		274000		274000
4		245400		245400
5	41	133900	9500	143400
6		259900		259900
7		68400		68400
8	14, 22	193800	15300	209100
9	46	74500	13000	87500
10	50	155200	26800	182000
11	57	170300	11900	182200
12	21	88000	10800	98800
13		219200		219200
14		94600		94600
15		105000		105000
16	4, 71	227500	9100	236600
Metro Toronto		2712000	96400	2808600
17	36, 61, 72, 80	252000	67600	319600
18	60, 73	293200	9400	302600
19		10300		10300
20	65, 81	211600	18000	229600
21		39600		39600
22		4800		4800
23	84	151700	2000	153700
Fringe		963200	97000	1060200
MTPA		3675200	193400	3868800



Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

MAP II, LAND USE PLAN



Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

MAP II, LAND USE PLAN  
CHANGES IN DESIGNATED LAND USE  
METROPOLITAN TORONTO PLANNING AREA

Designated Land Use	Change					
	1966		1966 - 1970		1970	
	Acres	% Total	Acres	% Chge	Acres	% Total
Residential: urban	133789	29.0	+2043	+ 1.5	135832	29.5
rural	3771	0.8	+ 152	+ 4.0	3923	0.9
Industrial: urban	50890	11.0	-1160	- 2.3	49730	10.7
rural	33	-	+1120	+339.4	1153	0.2
Major Commercial	5705	1.2	- 297	- 5.2	5408	1.2
Open Space: public	33088	7.2	- 5	-	33083	7.2
Private	9219	2.0	+ 190	+ 2.1	9409	2.0
Major Institutional	3548	0.8	+ 757	+ 21.3	4305	0.9
Transportation & Utilities	26836	5.8	+ 175	+ 0.6	27011	5.9
Agricultural	194111	43.0	-2975	- 1.5	191136	41.5
Metro Toronto Planning Area	460990	100.0	-	-	460990	100.0





Summary of Amendments to the Metropolitan Plan, December 1966 - December 1970

MAP II, LAND USE PLAN: CHANGES IN DESIGNATED LAND USE BY PLANNING DISTRICT

Planning District	Residential		Industrial		Major Commercial	Open Space		Major Institutional	Transp. and Utilities	Agricultural
	Urban	Rural	Urban	Rural		Public	Private			
1	+ 47.5		+ 0.2		- 47.7					
2	+ 219.6		+ 12.1		-231.7					
3	+ 127.0		- 102.9		- 44.7	+ 31.3		- 5.0	- 5.7	
4	+ 225.3		- 39.7		-137.3				- 48.3	
5	+ 135.0									
6	+ 315.4		- 111.1		-171.3	- 47.0	- 75.0	- 13.0		
7										
8	+ 167.0		- 102.0		- 65.0					
9	+ 18.3		- 90.0		+ 61.6	+ 10.1				
10	- 106.0		+ 35.0		- 46.0	- 33.0		+150.0		
11	+ 121.6		+ 1.0		-178.8	- 82.0		+143.2	- 5.0	
12	+ 38.0		- 110.0			- 5.0		+ 77.0		
13	+ 54.0		- 292.0		+170.0			+ 68.0		
14	+ 24.0				- 24.0					
15	- 17.0				- 50.0			+ 67.0		
16	+ 364.0	+ 2.0	- 126.0		+ 24.0	+ 60.0	- 75.0	+ 32.0		- 281.0
Metro Toronto	+1733.7	+ 2.0	- 925.4		-740.9	- 65.6	-150.0	+486.2	- 59.0	- 281.0
17	+ 180.3		- 428.0		+ 85.0		- 18.3	+181.0		
18	+ 165.0		+ 166.0		+269.0	+100.0	+ 18.5		+ 75.0	- 793.5
19		+100.5		+ 270.0		- 16.5	-188.5			- 165.5
20	- 118.0		+ 195.0	+ 850.0	+ 90.0		+ 63.0	+ 90.0		-1170.0
21	+ 1.3		+ 62.7				+440.0			- 504.0
22		+ 50.0				- 14.0	+ 25.0			- 61.0
23	+ 80.4		- 230.4			- 9.0			+159.0	
Fringe	+ 309.0	+150.5	- 234.7	+1120.0	+444.0	+ 60.5	+339.7	+271.0	+234.0	-2694.0
Metro Toronto Planning Area	+2042.7	+152.5	-1160.1	+1120.0	-296.9	- 5.1	+189.7	+757.2	+175.0	-2975.0



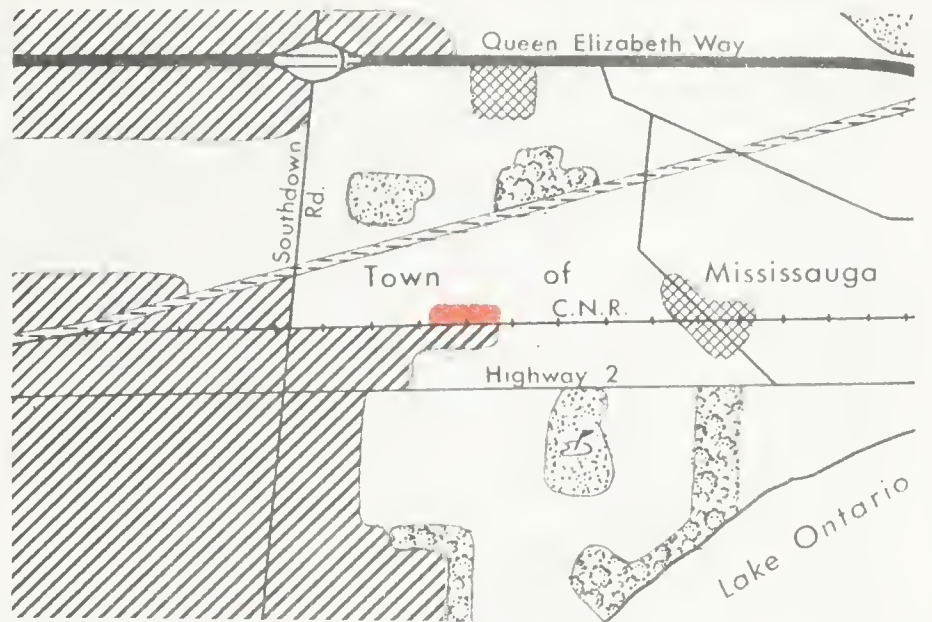


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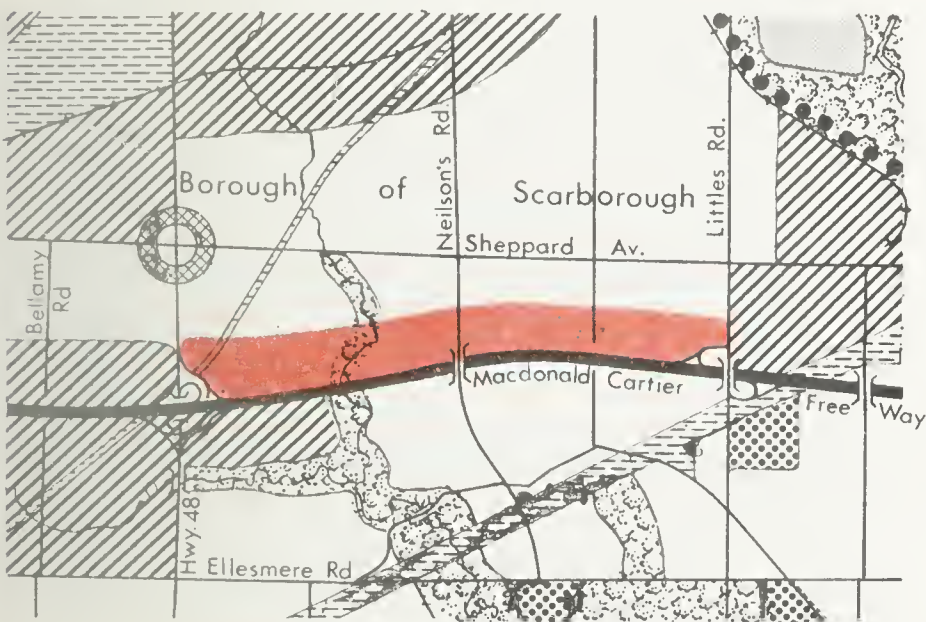
From Residential (urban) to Major Commercial

METROPOLITAN PLAN AMENDMENT No. 3



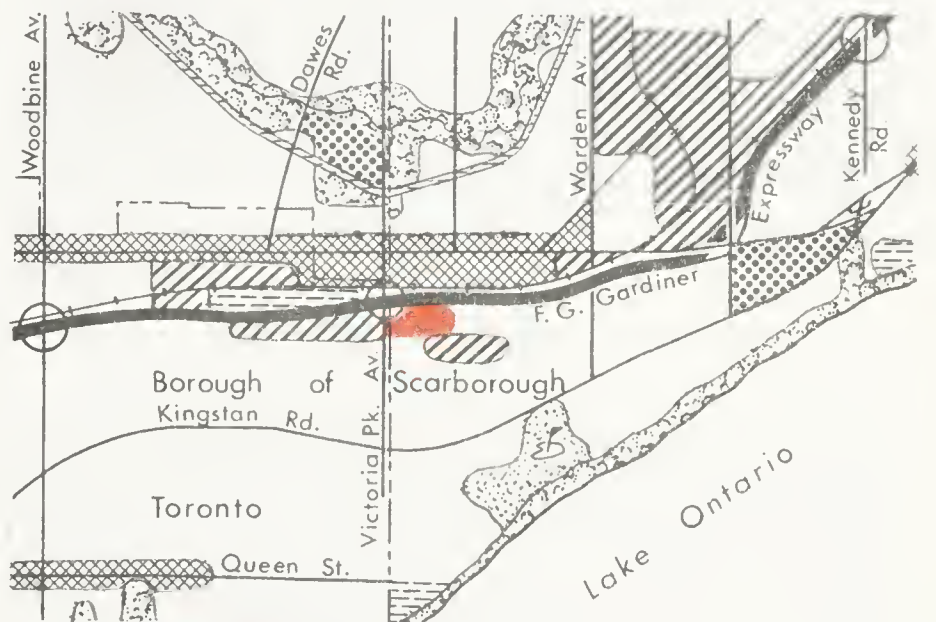
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 4



From Residential (urban) to Industrial (urban)

METROPOLITAN PLAN AMENDMENT No. 5



From Major Commercial to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 6



Industrial (urban) to Major Commercial

METROPOLITAN PLAN AMENDMENT No. 7



Industrial (urban) to Residential (urban)

• • • Urban Development Area Boundary

Scale: 1 inch to 5000 feet

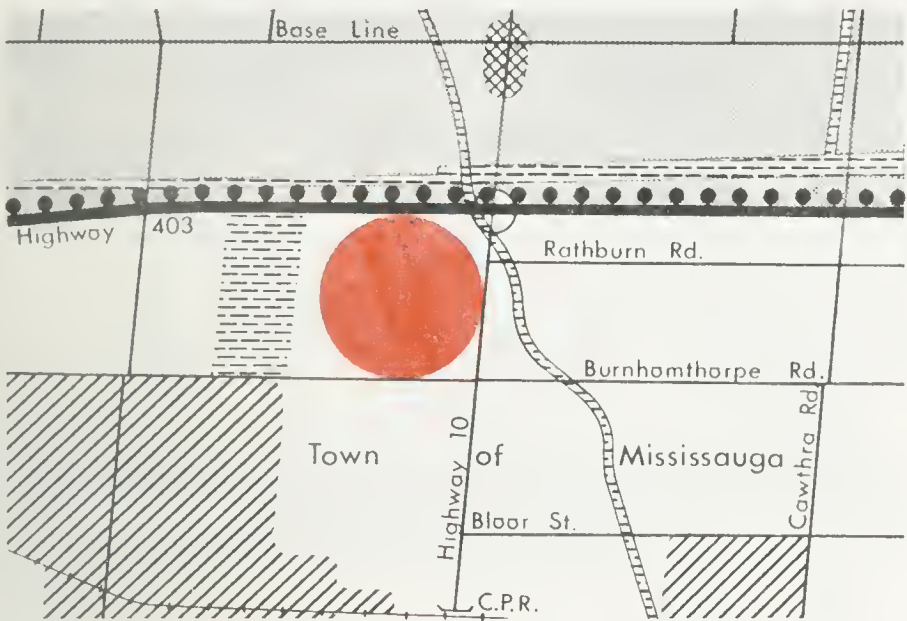
- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural



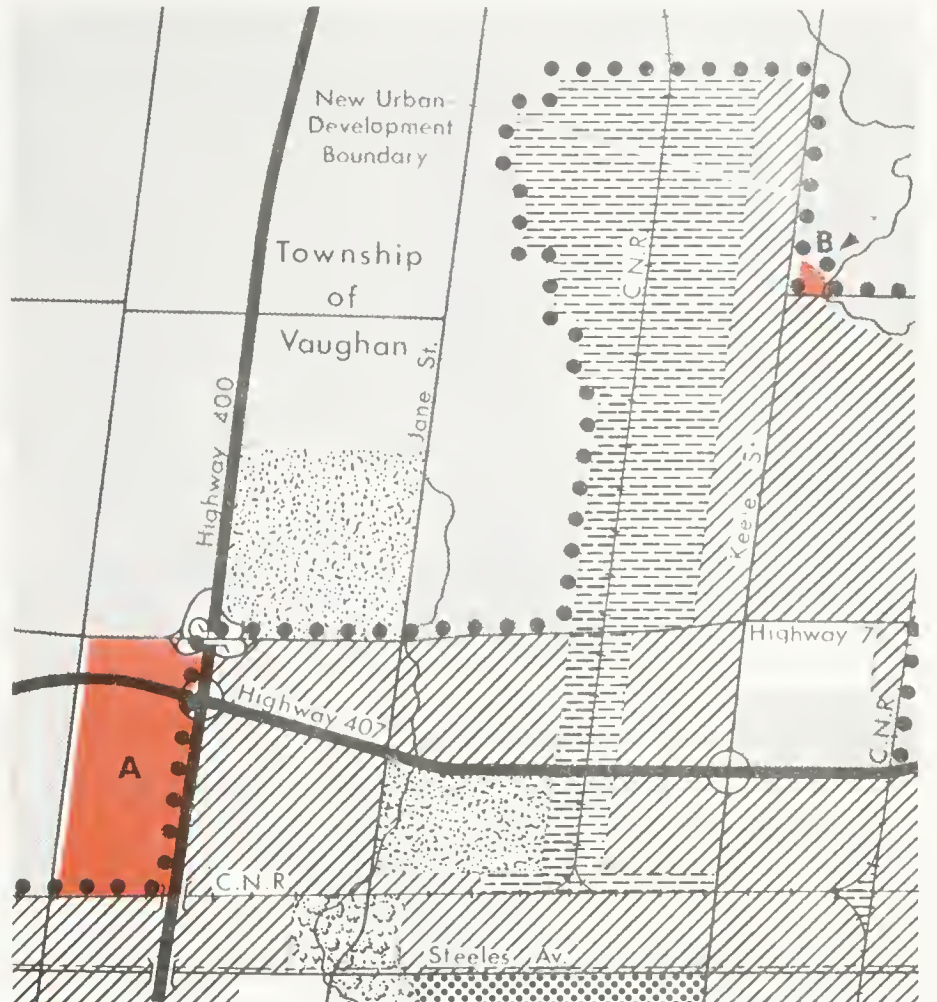


# METROPOLITAN PLAN AMENDMENT No. 8



From Residential (urban) to Major Commercial

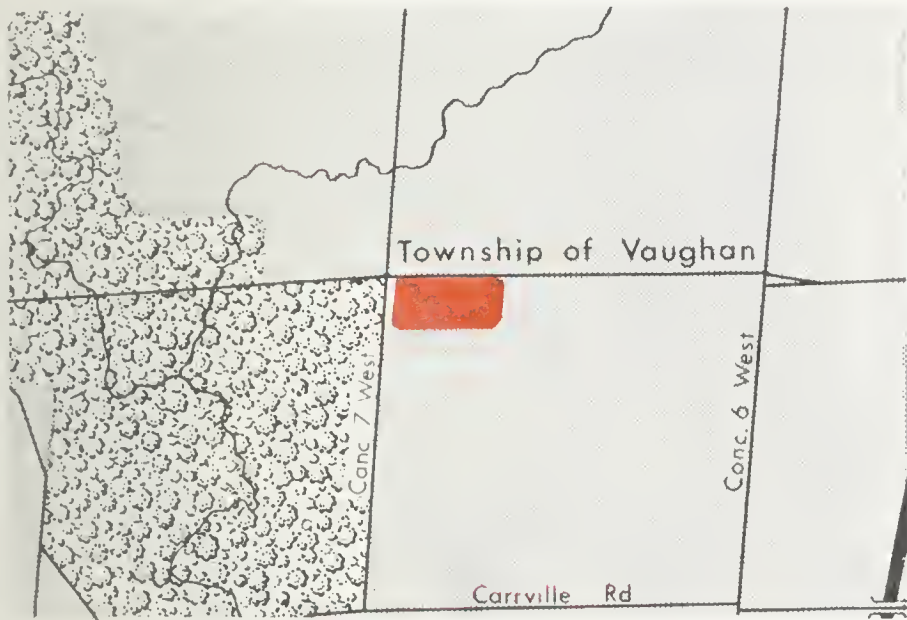
# METROPOLITAN PLAN AMENDMENT No. 9



A From Agricultural and Private Open Space to Industrial (rural)

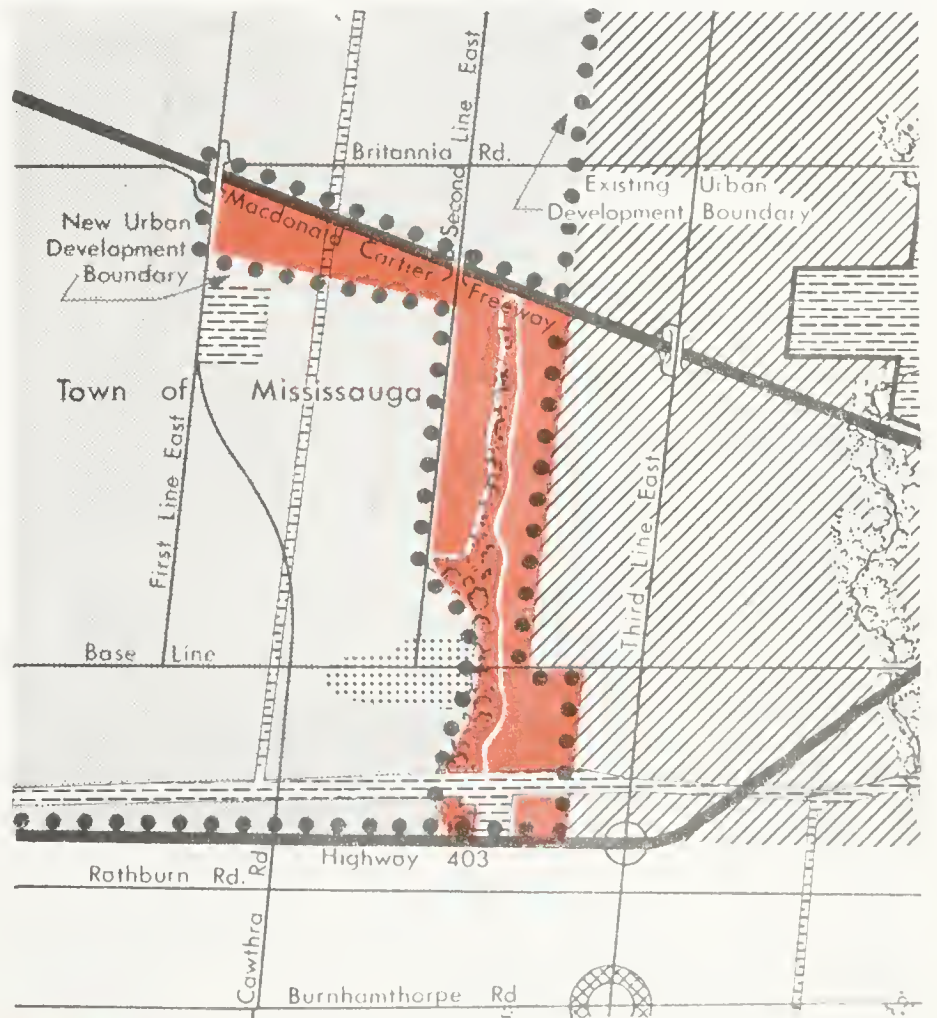
B From Agricultural to Industrial (rural)

# METROPOLITAN PLAN AMENDMENT No. 10



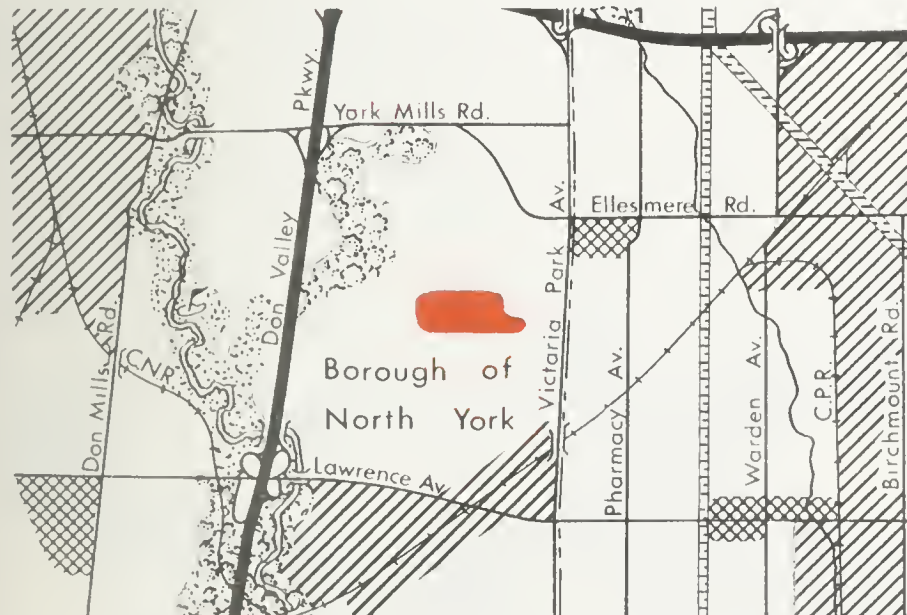
From Agricultural to Residential (rural)

# METROPOLITAN PLAN AMENDMENT No. 12



From Agricultural to Industrial (urban) and Public Open Space

# METROPOLITAN PLAN AMENDMENT No. 11



From Major Institutional to Residential (urban)

• • • Urban Development Area Boundary

Scale: 1 inch to 5000 feet

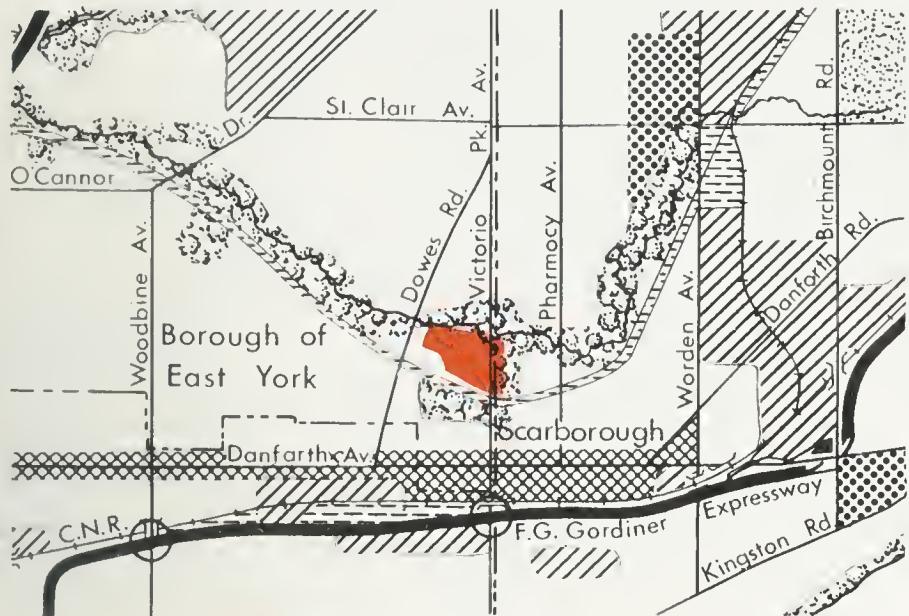
- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural



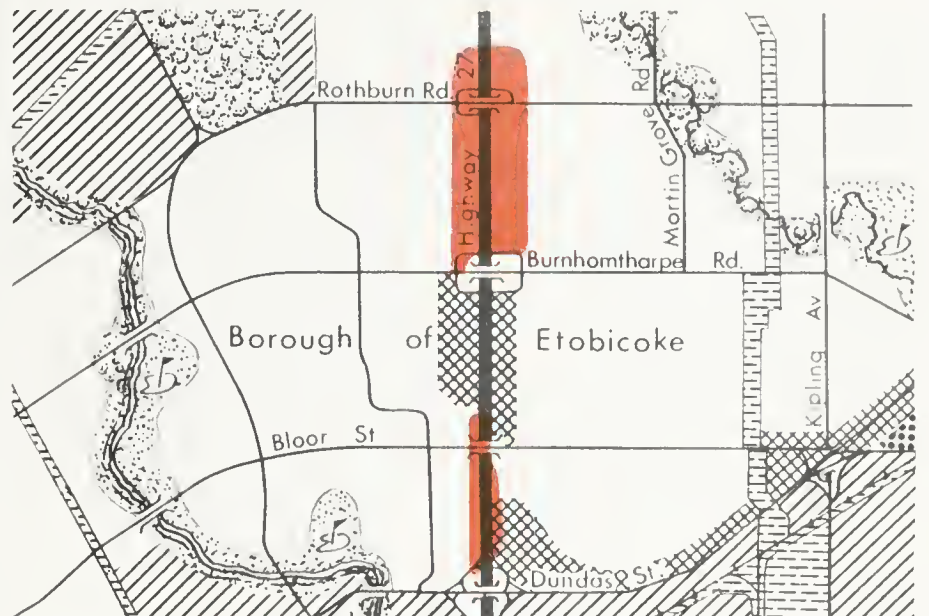


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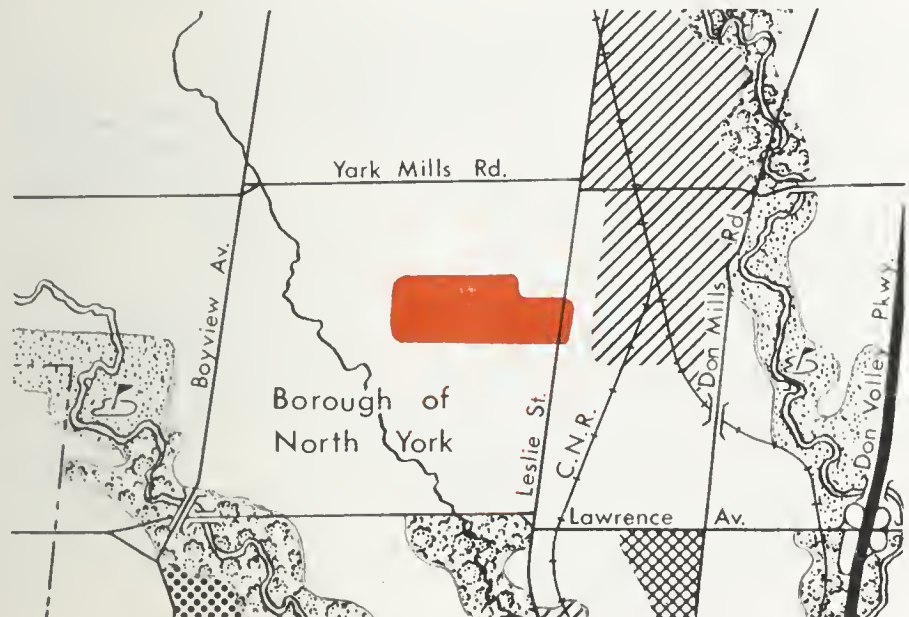
From Major Institutional to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 14



From Major Commercial to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 17



From Private Open Space to Residential (urban)

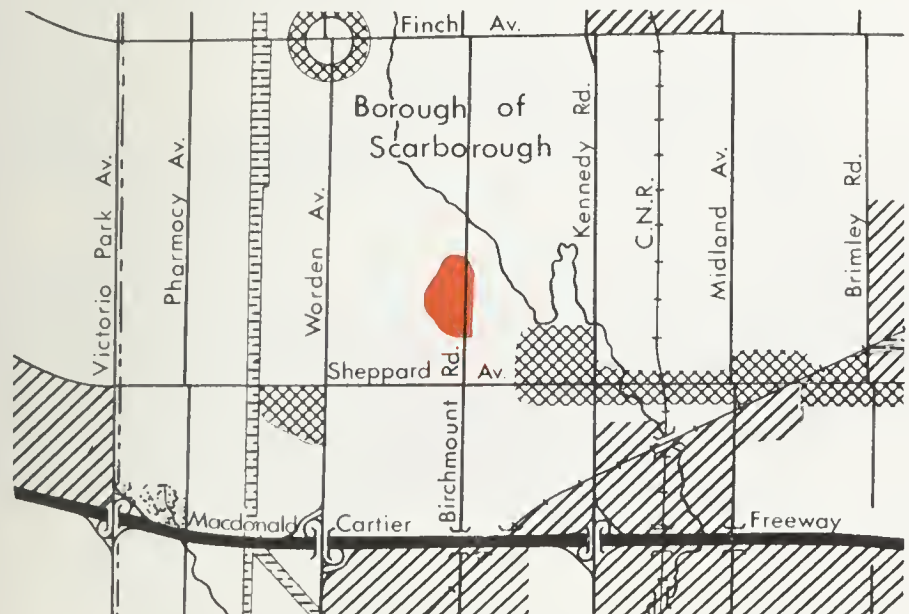
METROPOLITAN PLAN AMENDMENT No. 18



A From Public Open Space to Industrial (urban)

B From Public Open Space to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 19



From Residential (urban) to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 20



From Industrial (urban) to Major Institutional

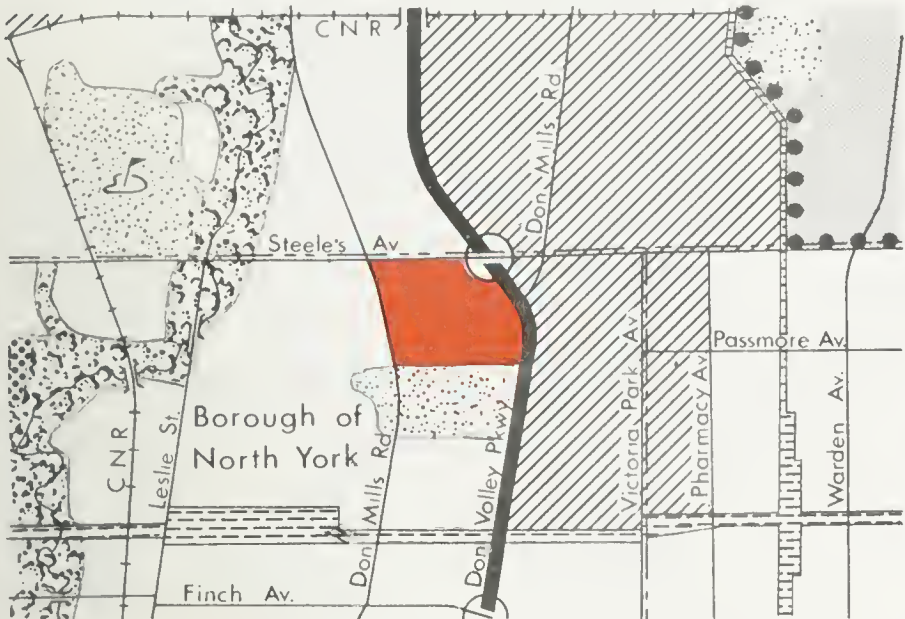
- Residential (urban)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities





METROPOLITAN PLAN AMENDMENT No. 21



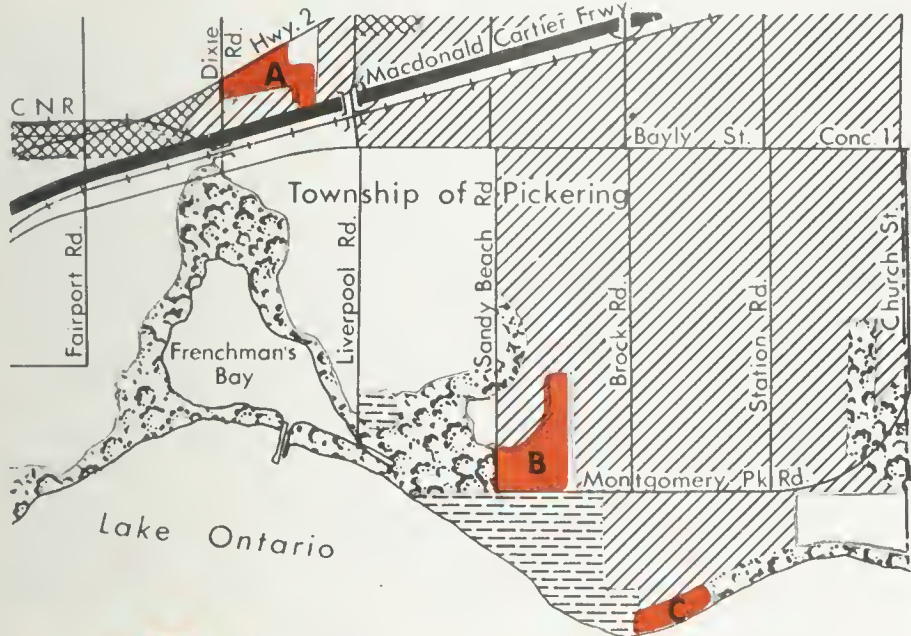
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 24



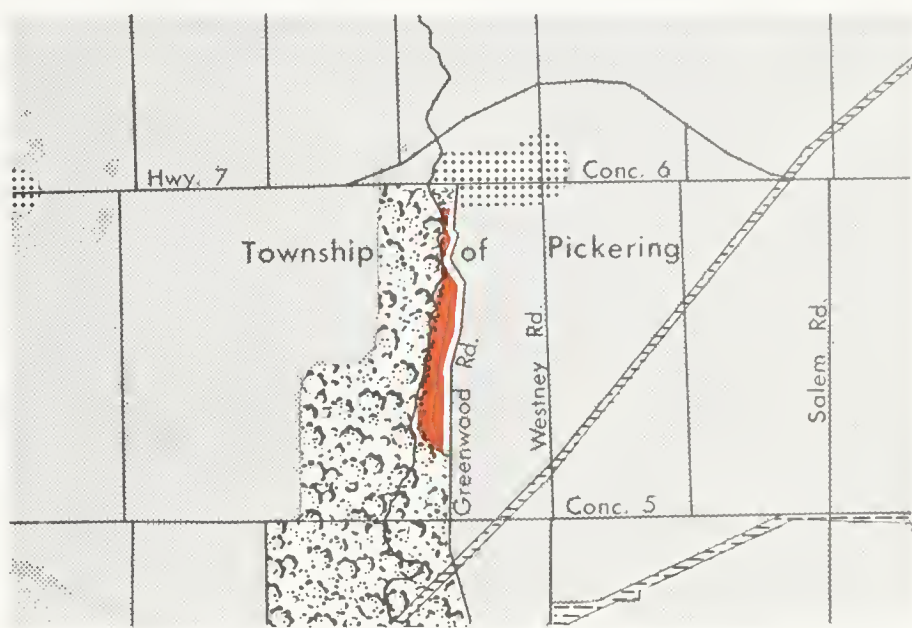
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 25



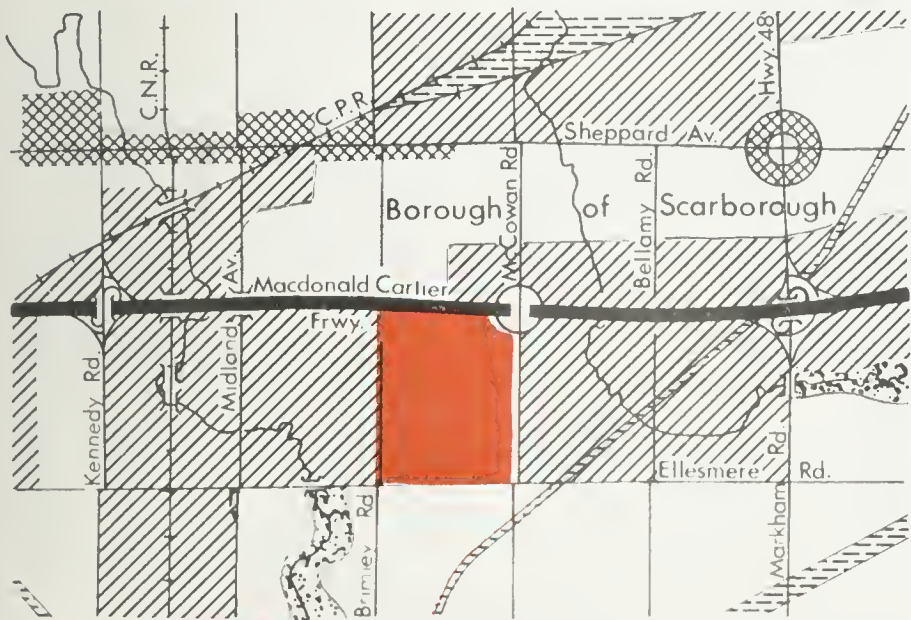
- A** From Residential (urban) to Industrial (urban)
- B** From Industrial (urban) to Transportation & Utilities
- C** From Public Open Space to Transportation & Utilities

METROPOLITAN PLAN AMENDMENT No. 26



Public Open Space to Agricultural

METROPOLITAN PLAN AMENDMENT No. 28



From Industrial (urban) to Major Commercial

METROPOLITAN PLAN AMENDMENT No. 29



From Residential (urban) to Major Institutional

• • • Urban Development Area Boundary

Residential (urban)

Major Commercial

Major Commercial (indefinite location)

Industrial (urban)

Major Institutional

Public Open Space

Private Open Space

Transportation & Utilities

Scale: 1 inch to 5000 feet



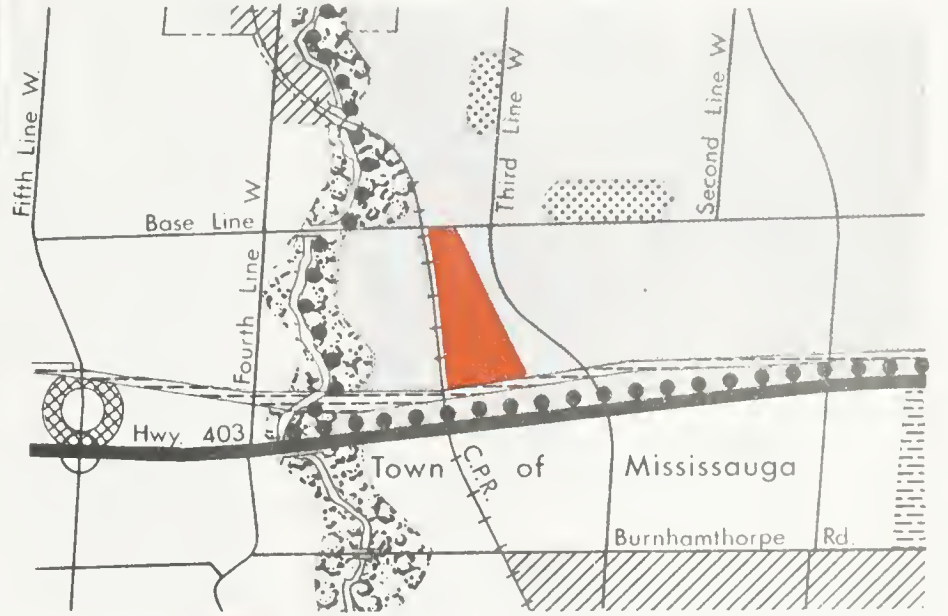


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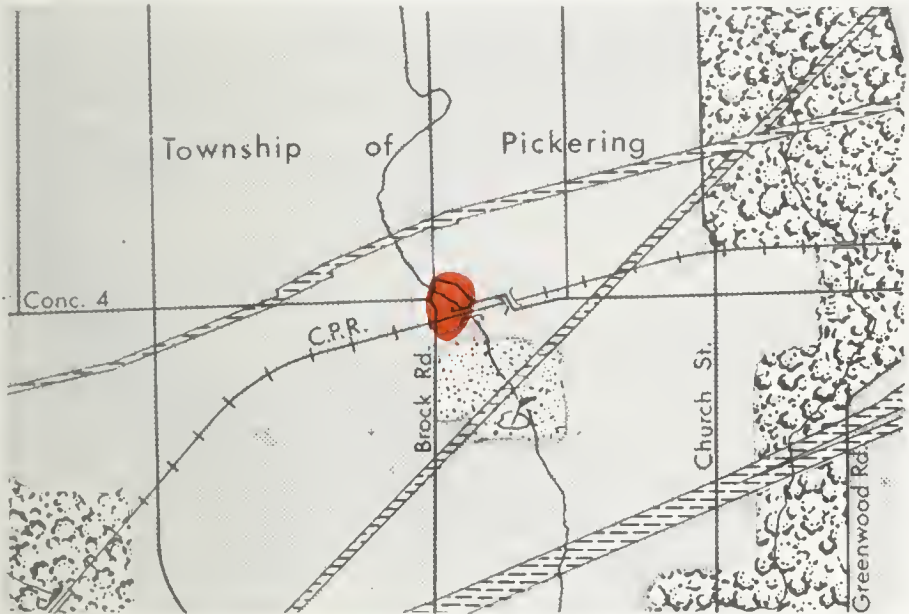
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 31



From Agricultural to Transportation & Utilities

METROPOLITAN PLAN AMENDMENT No. 32



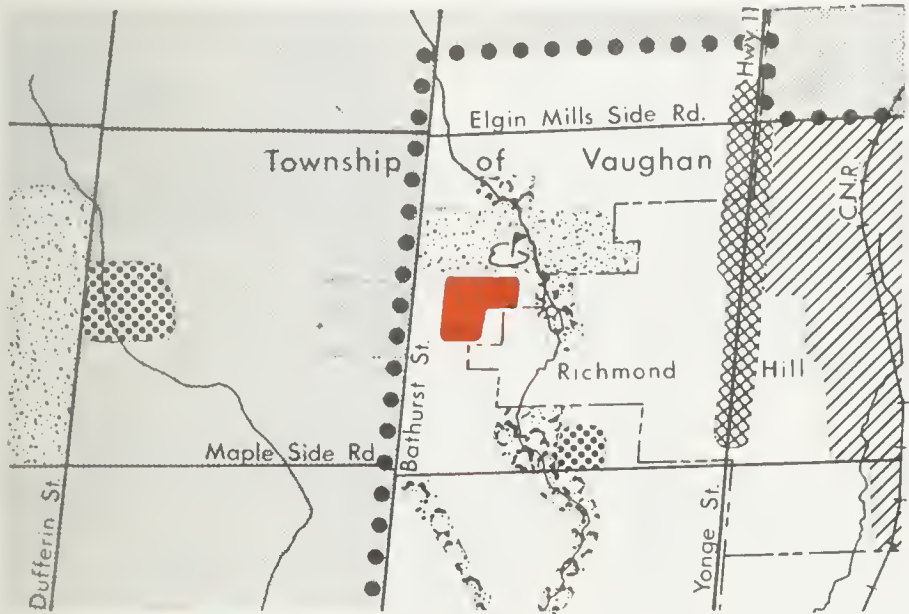
From Agricultural to Residential (rural)

METROPOLITAN PLAN AMENDMENT No. 33



From Residential (urban) to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 35



From Residential (urban) to Private Open Space

METROPOLITAN PLAN AMENDMENT No. 36



A From Industrial (urban) to Residential (urban)

B From Industrial (urban) to Major Institutional

• • • Urban Development Area Boundary

Scale: 1 inch to 5000 feet

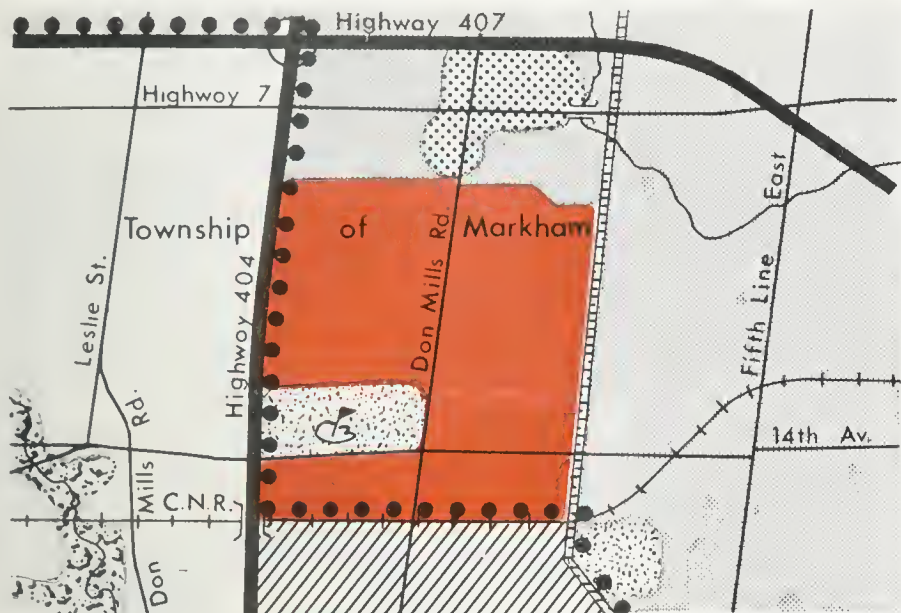
- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural



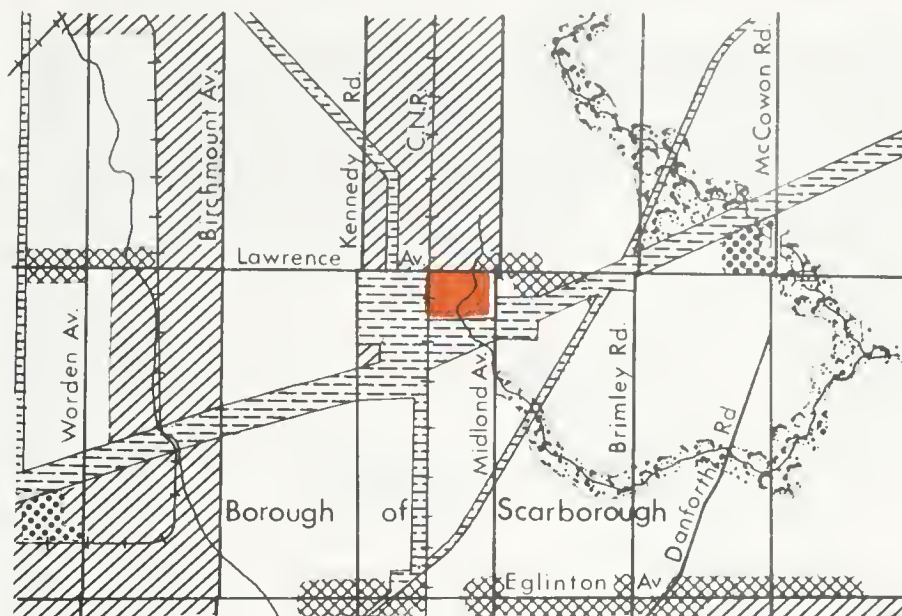


METROPOLITAN PLAN AMENDMENT No. 37



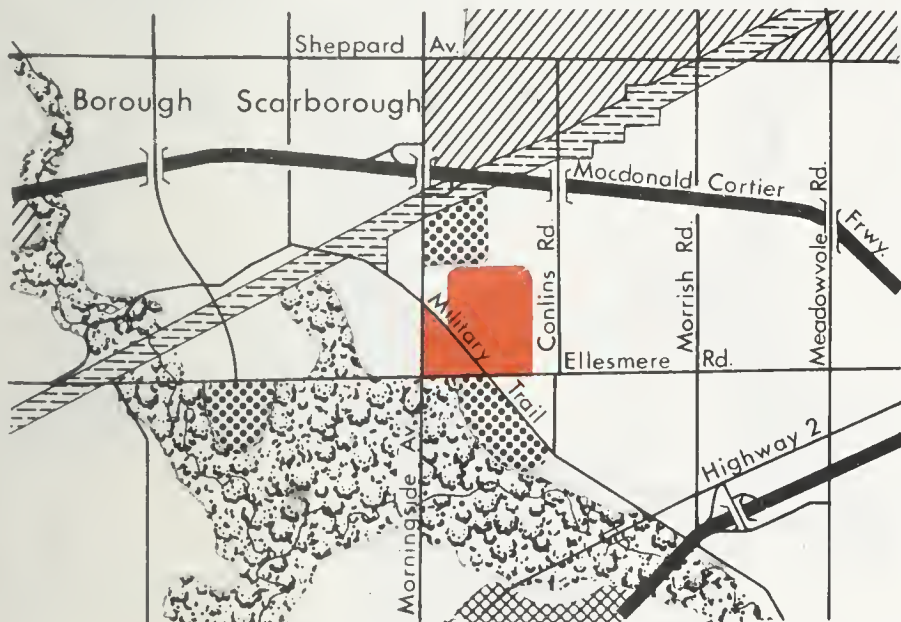
From Agricultural to Industrial (Rural)

METROPOLITAN PLAN AMENDMENT No. 38



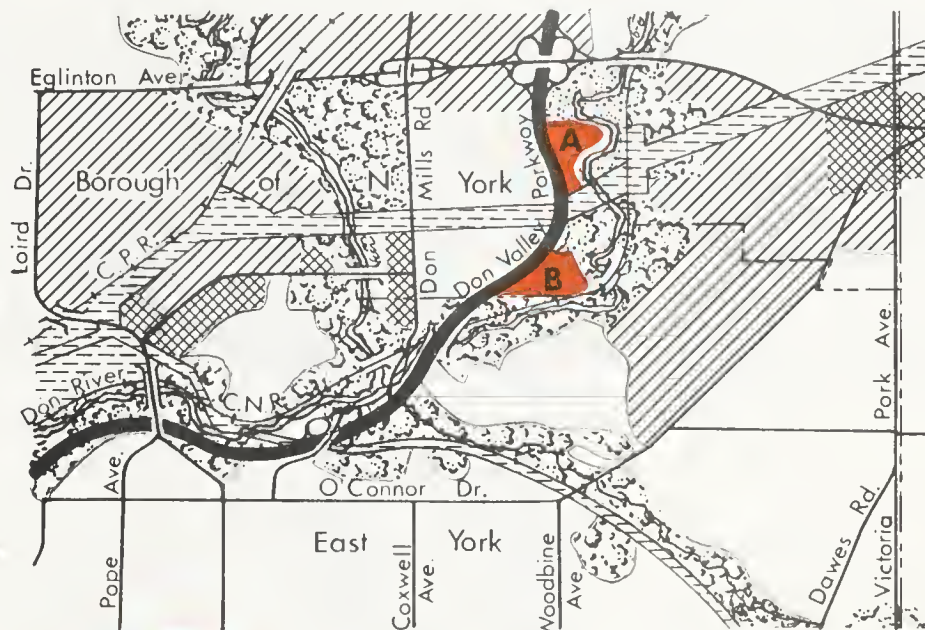
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 39



From Residential (urban) to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 41



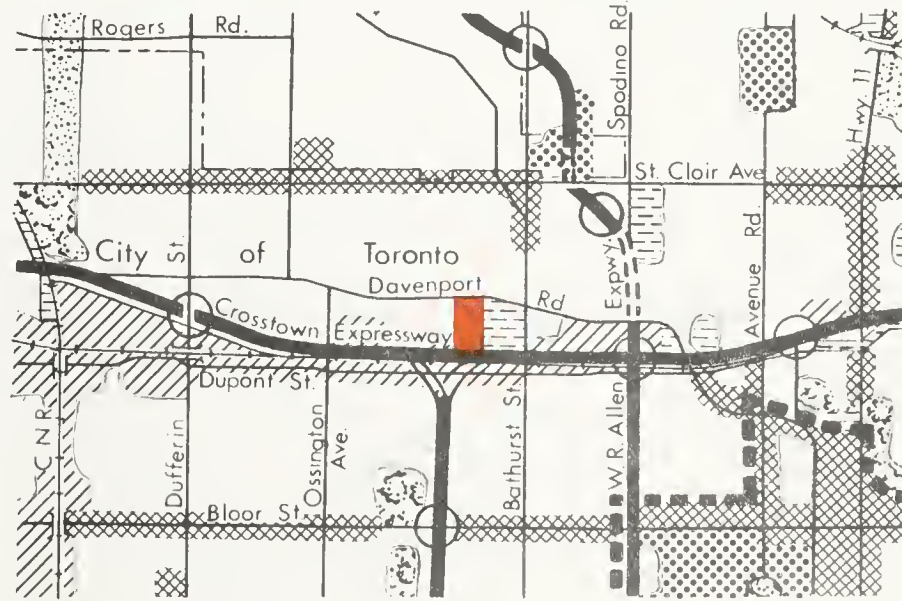
**A** From Private Open Space to Residential (urban)  
**B** From Public Open Space to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 42



From Public Open Space to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 43



From Industrial (urban) to Residential (urban)

- Residential (Urban)
- Residential (Rural)
- Major Commercial
- Industrial (urban)
- Major Institutional

- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural
- Urban Development Area Boundary



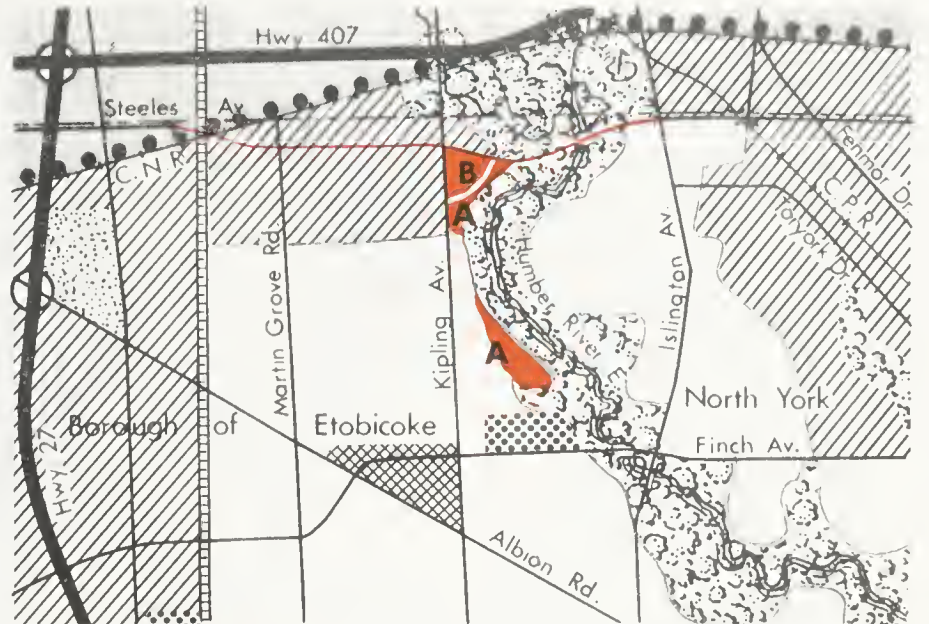


METROPOLITAN PLAN AMENDMENT No. 44



From Industrial (urban) to Residential (urban)

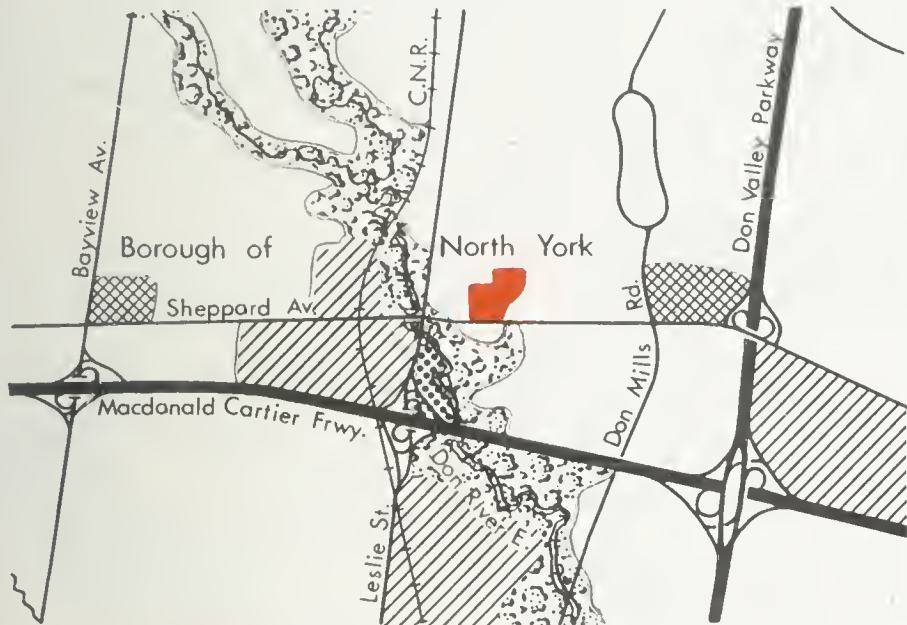
METROPOLITAN PLAN AMENDMENT No. 46



From Public Open Space to Residential (urban)

From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 47



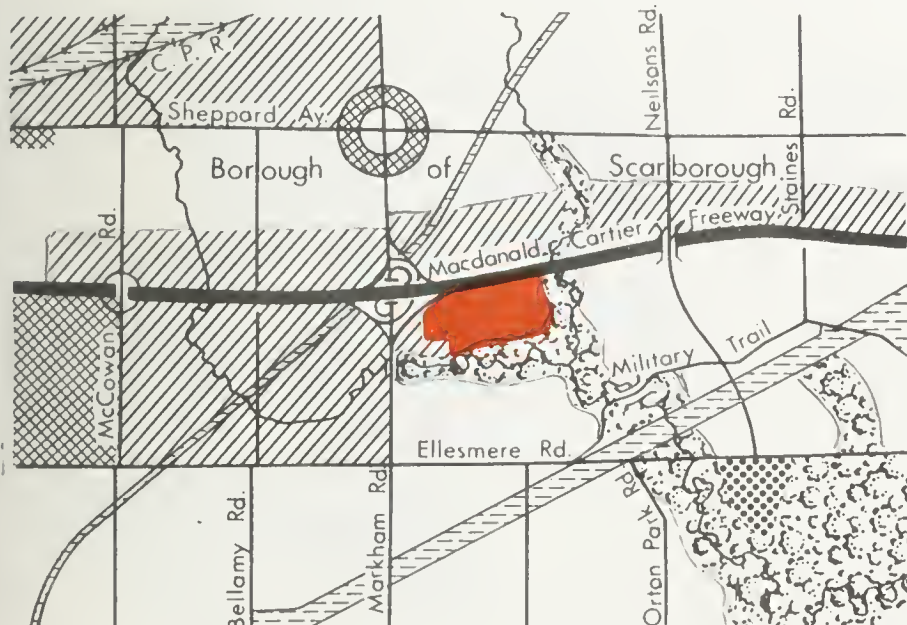
From Residential (urban) to Major Institutional

METROPOLITAN PLAN AMENDMENT No. 48



From Industrial (urban) to Major Commercial

METROPOLITAN PLAN AMENDMENT No. 49



From Industrial (urban) to Major Institutional

• • • Urban Development Area Boundary

Scale: 1 inch to 5,000 feet

- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public open Space
- Private Open Space
- Transportation & Utilities
- Agricultural

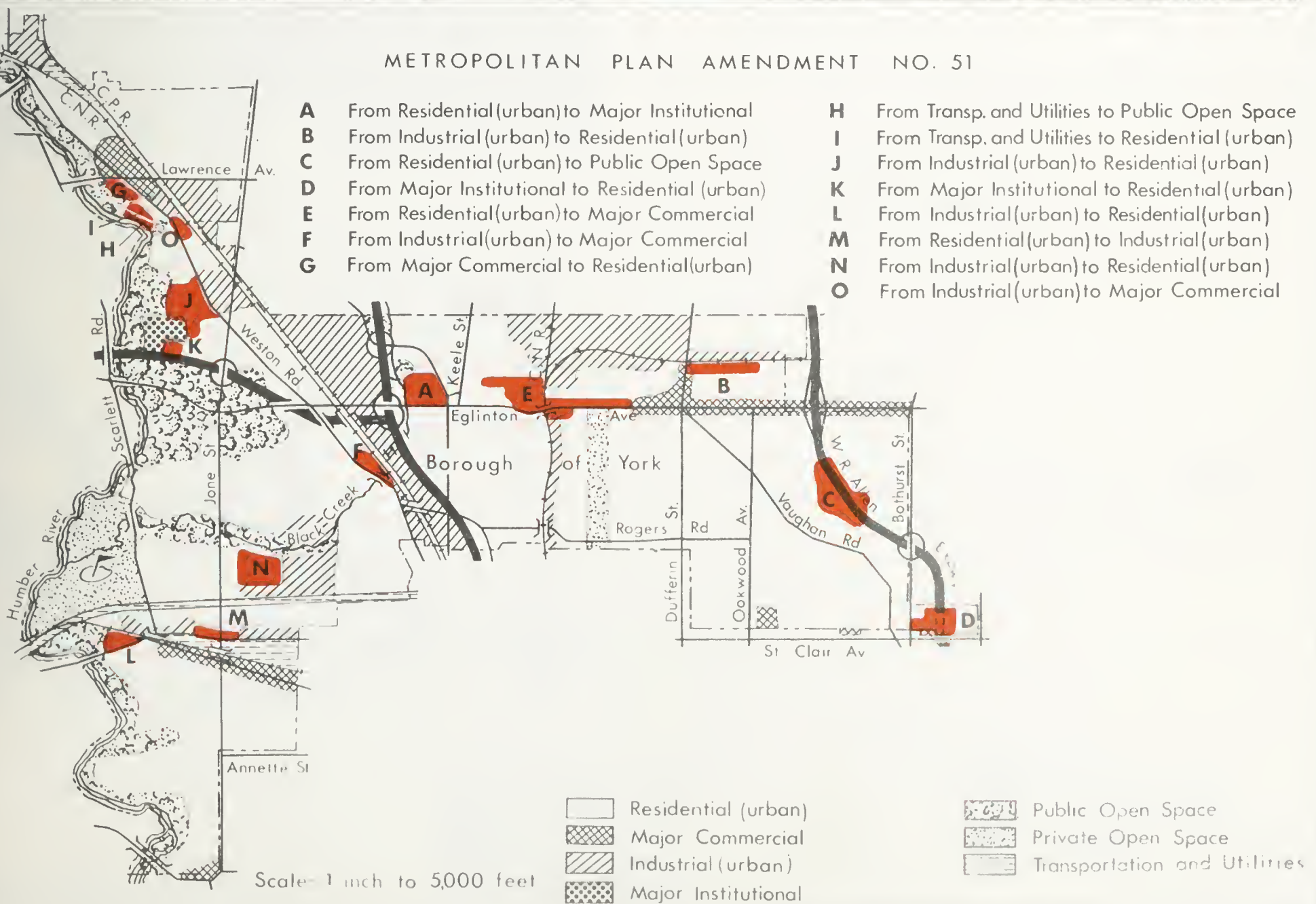




# METROPOLITAN PLAN AMENDMENT NO. 50



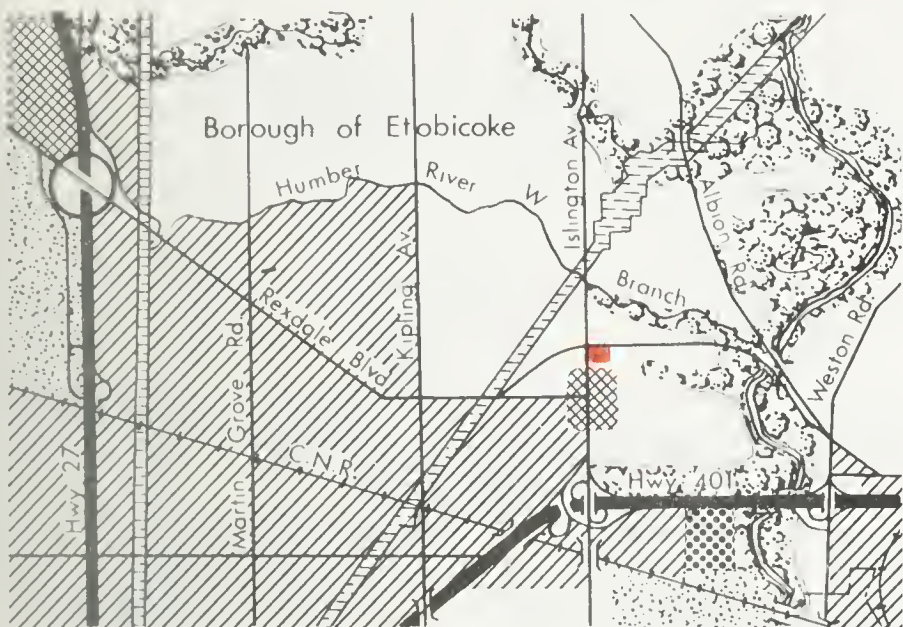
# METROPOLITAN PLAN AMENDMENT NO. 51







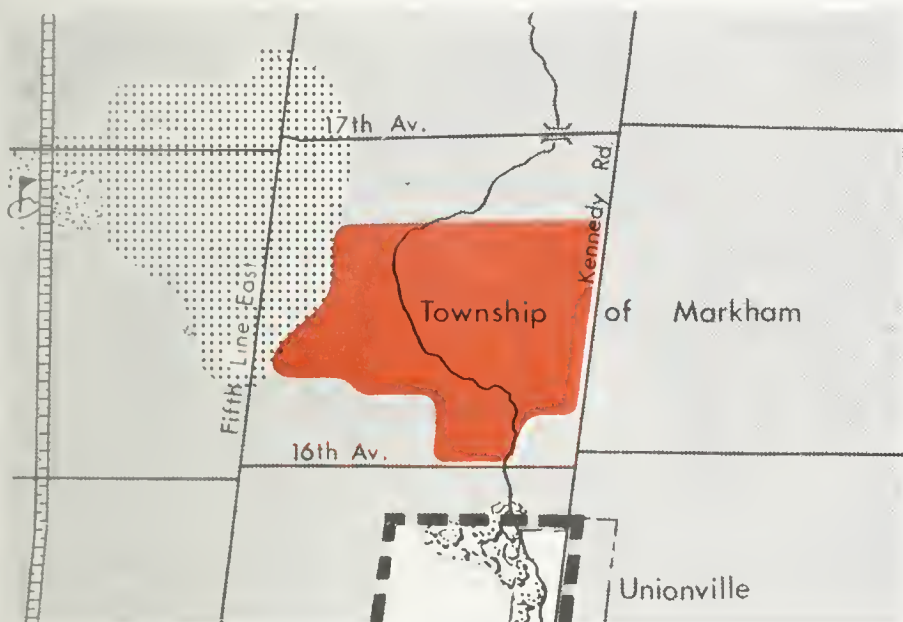
# METROPOLITAN PLAN AMENDMENT No. 52



From Residential (rural) to Major Commercial



# METROPOLITAN PLAN AMENDMENT No. 53



From Agricultural to Private Open Space



# METROPOLITAN PLAN AMENDMENT No. 55



From Industrial (urban) to Residential (urban)



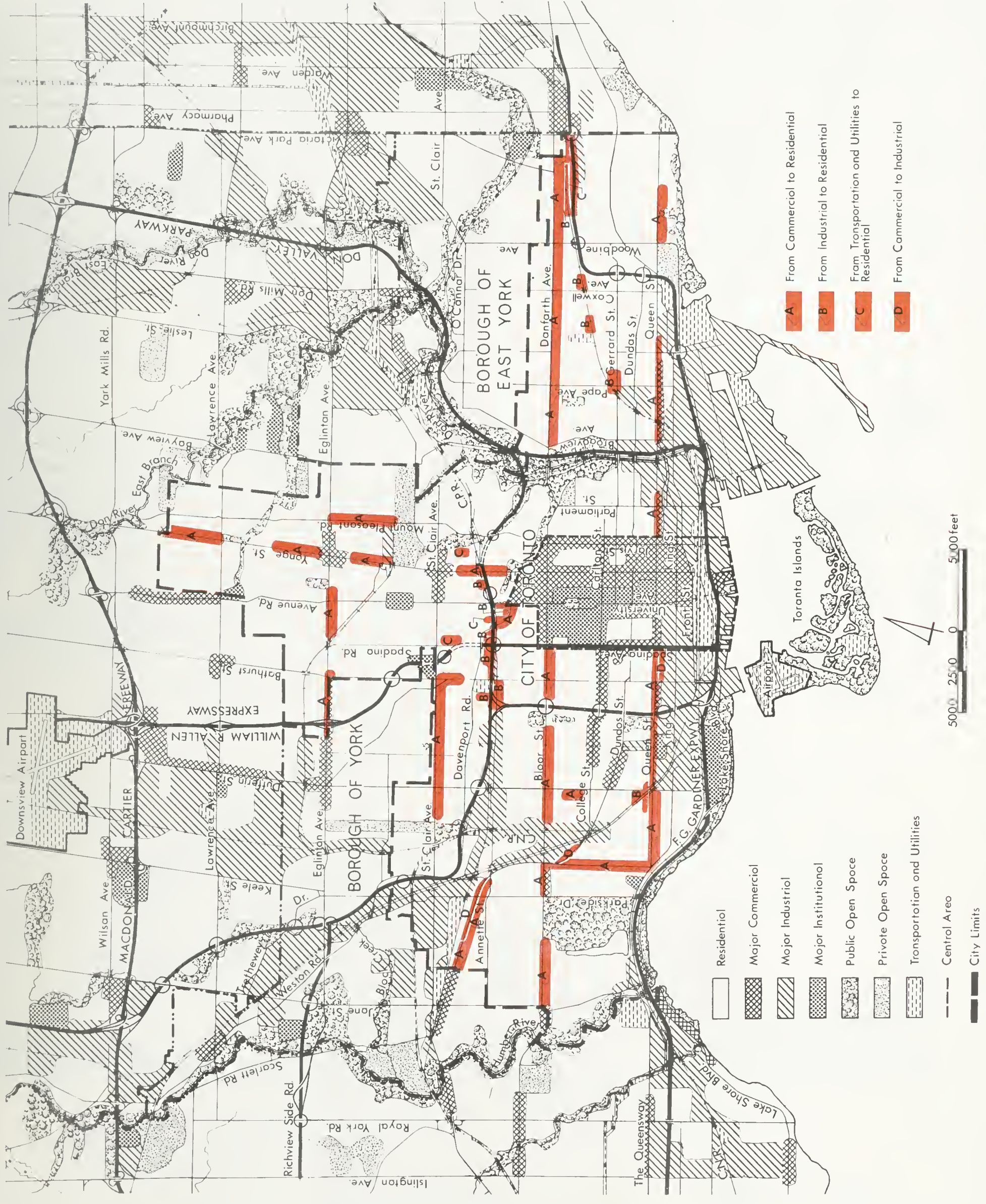
- Residential (urban)
- Residential (rural)
- Major Commercial
- Industrial (urban)
- Major Institutional

- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural

Scale: 1 inch to 5000 feet



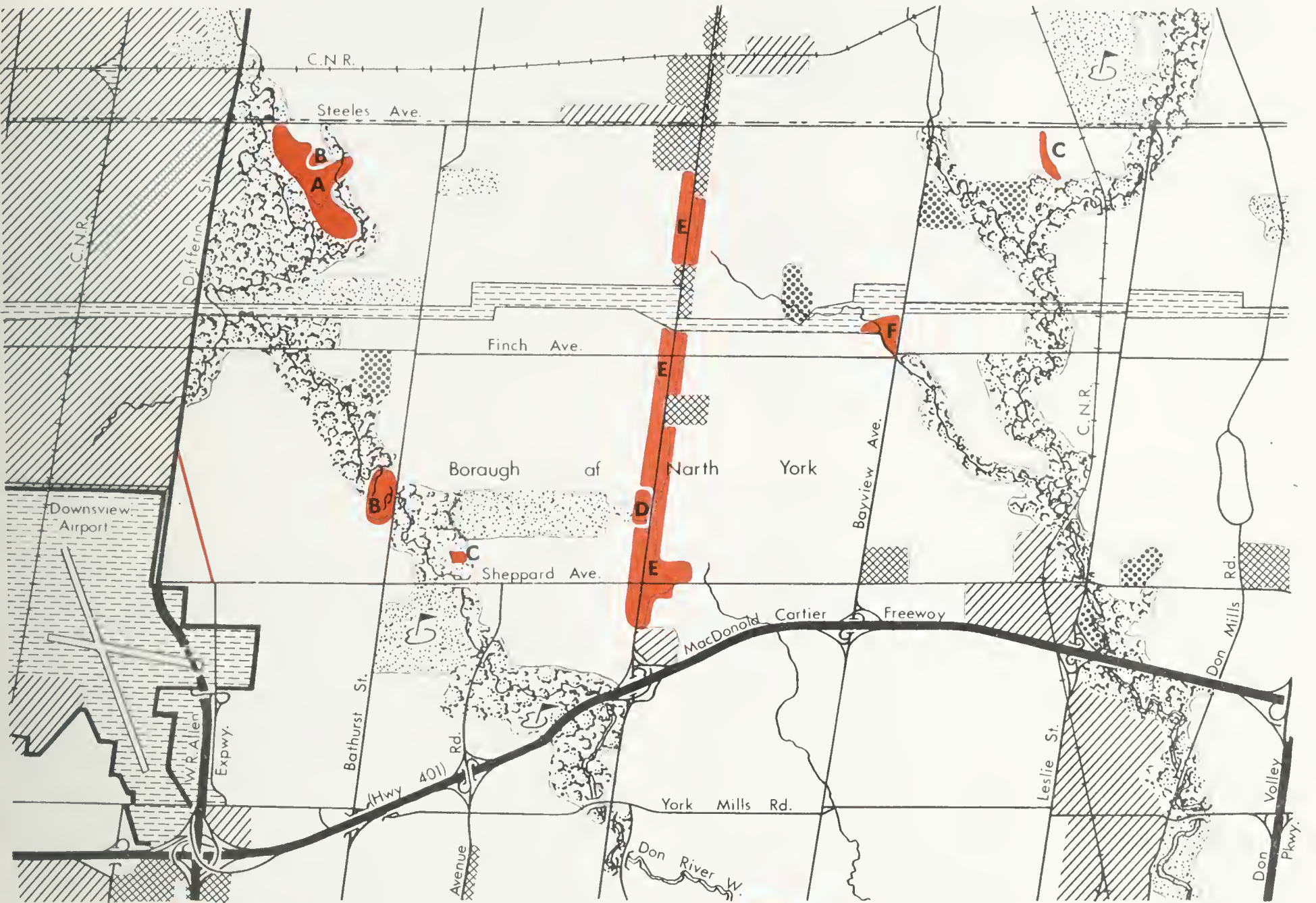








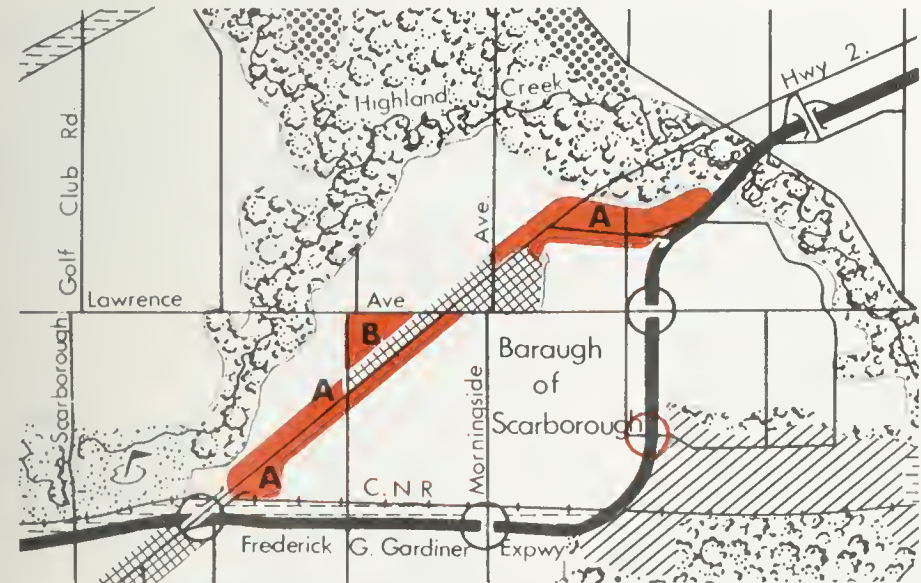
METROPOLITAN PLAN AMENDMENT No. 57



- A** From Public Open Space to Institutional
- B** From Institutional to Public Open Space
- C** From Public Open Space to Residential (urban)
- D** From Major Commercial to Institutional

- E** From Major Commercial to Residential (urban)
- F** From Transportation & Utilities to Residential (urban)
- Deleted Major Arterial Road

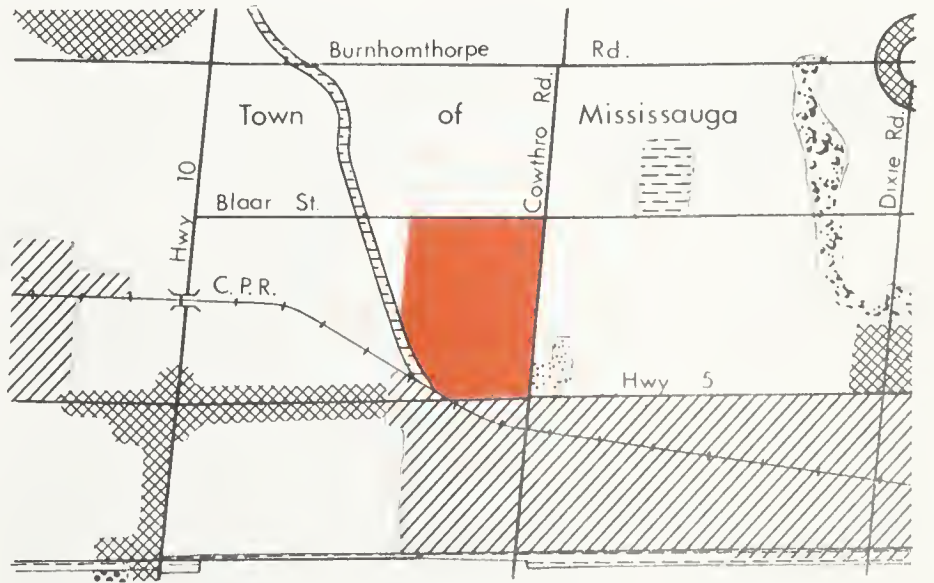
METROPOLITAN PLAN AMENDMENT No. 58



- A** From Major Commercial to Residential (urban)
- B** From Residential (urban) to Major Commercial
- Deleted Interchange

- Residential (urban)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

METROPOLITAN PLAN AMENDMENT No. 60



- From Industrial (urban) to Residential (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities

Scale: 1 inch to 5,000 feet



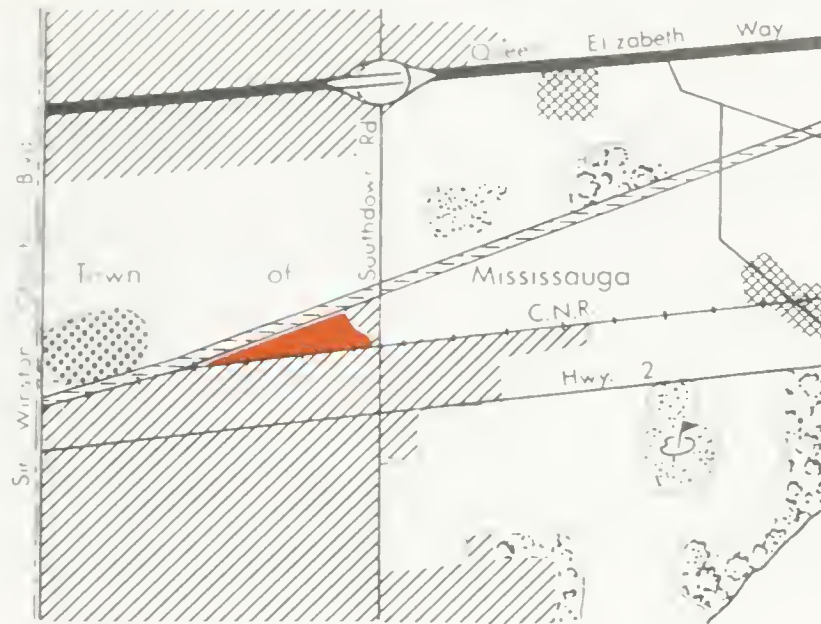


METROPOLITAN PLAN AMENDMENT No. 61



From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 62



From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 63



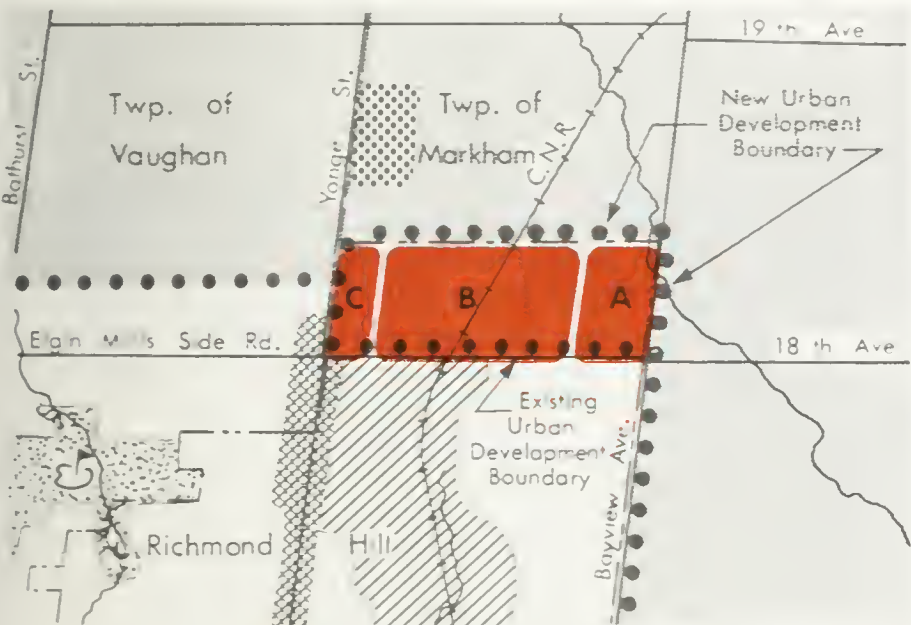
From Agricultural to Private Open Space

METROPOLITAN PLAN AMENDMENT No. 64



From Agricultural to Private Open Space

METROPOLITAN PLAN AMENDMENT No. 65



A From Agricultural to Residential (urban)  
B From Agricultural to Commercial  
C From Agricultural to Industrial (urban)

••• Urban Development Area Boundary

Scale: 1 inch to 5000 feet

METROPOLITAN PLAN AMENDMENT No. 66



From Residential (urban) to Private Open Space

- |                     |                            |
|---------------------|----------------------------|
| Residential (urban) | Public Open Space          |
| Residential (rural) | Private Open Space         |
| Major Commercial    | Transportation & Utilities |
| Industrial (urban)  | Agricultural               |
| Major Institutional |                            |



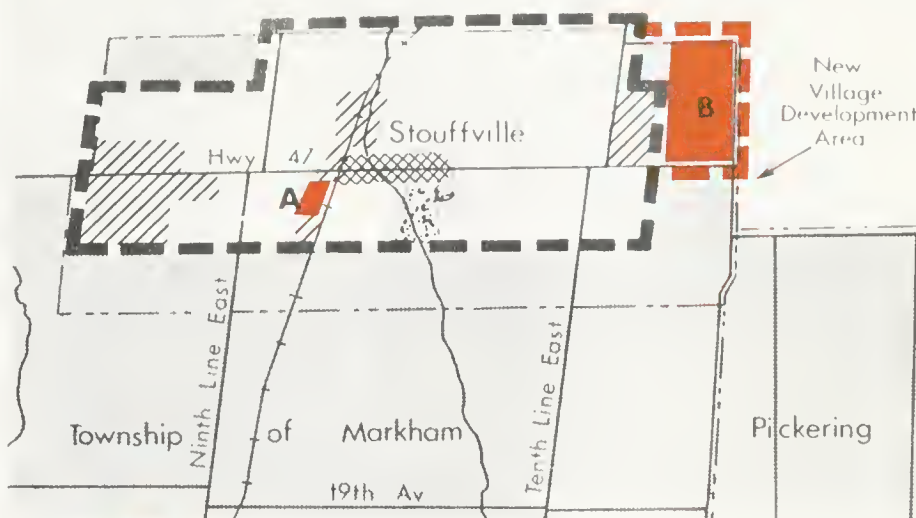


# METROPOLITAN PLAN AMENDMENT No 67



- A** From Agricultural to Residential (rural)
- B** From Public Open Space to Residential (rural)
- C** From Private Open Space to Residential (rural)

# METROPOLITAN PLAN AMENDMENT No 69



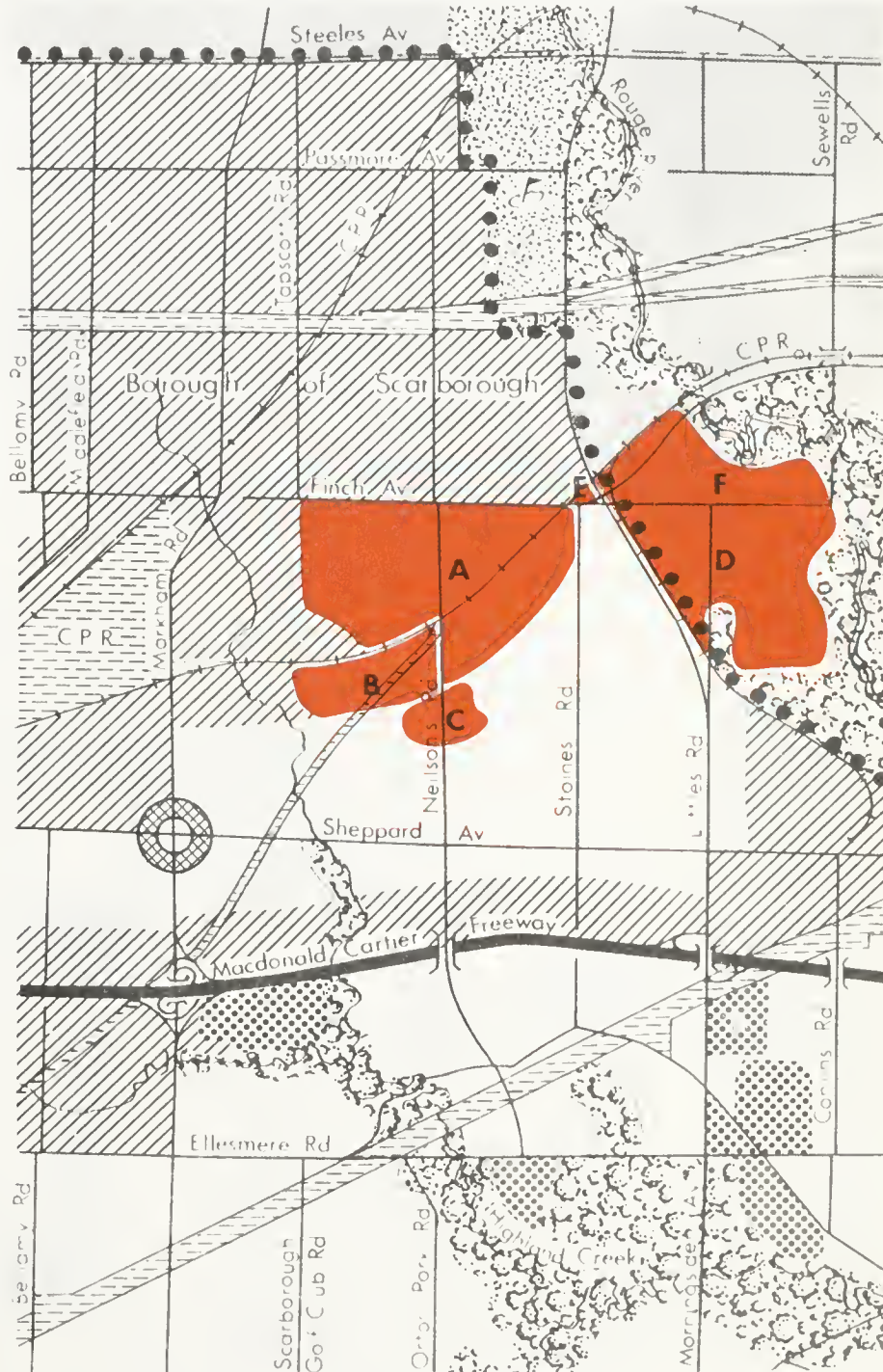
- A** From Industrial (rural) to Residential (rural)
- B** From Agricultural to Industrial (rural)

# METROPOLITAN PLAN AMENDMENT No 70



- A** From Industrial (rural) to Residential (urban)

# METROPOLITAN PLAN AMENDMENT No 71



- A** From Industrial (urban) to Residential (urban)
- B** From Industrial (urban) to Public Open Space
- C** From Residential (urban) to Major Commercial
- D** From Agricultural to Residential (rural)
- E** From Agricultural to Industrial (urban)
- F** From Private Open Space to Residential (rural)

• • • Urban Development Area Boundary

Scale 1 inch to 5000 feet

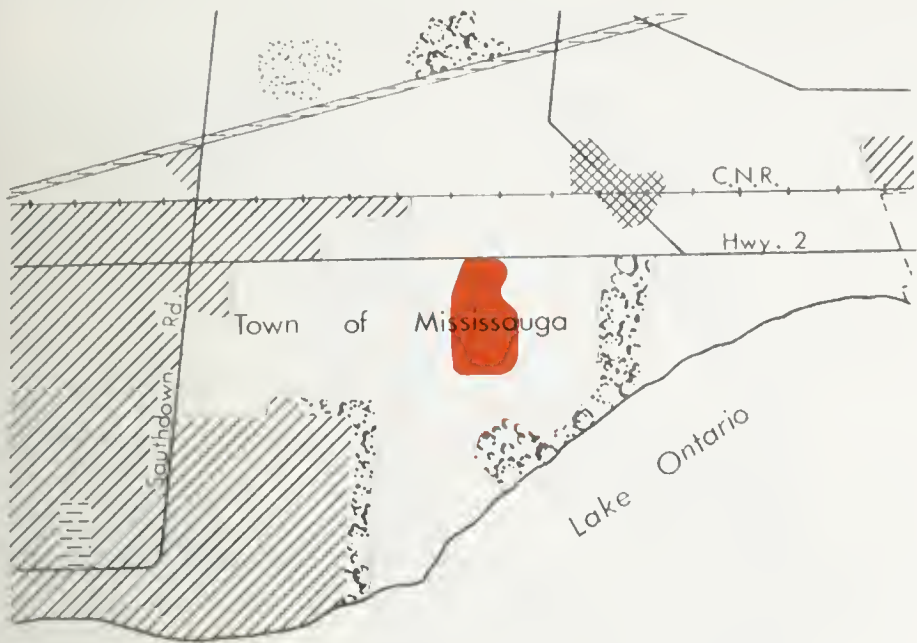
- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural



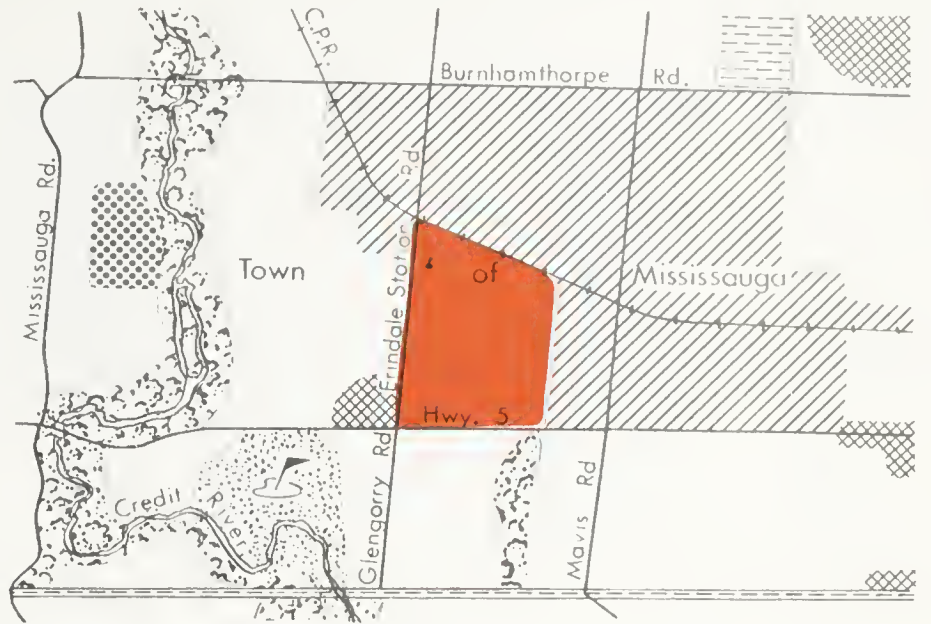


METROPOLITAN PLAN AMENDMENT No. 72



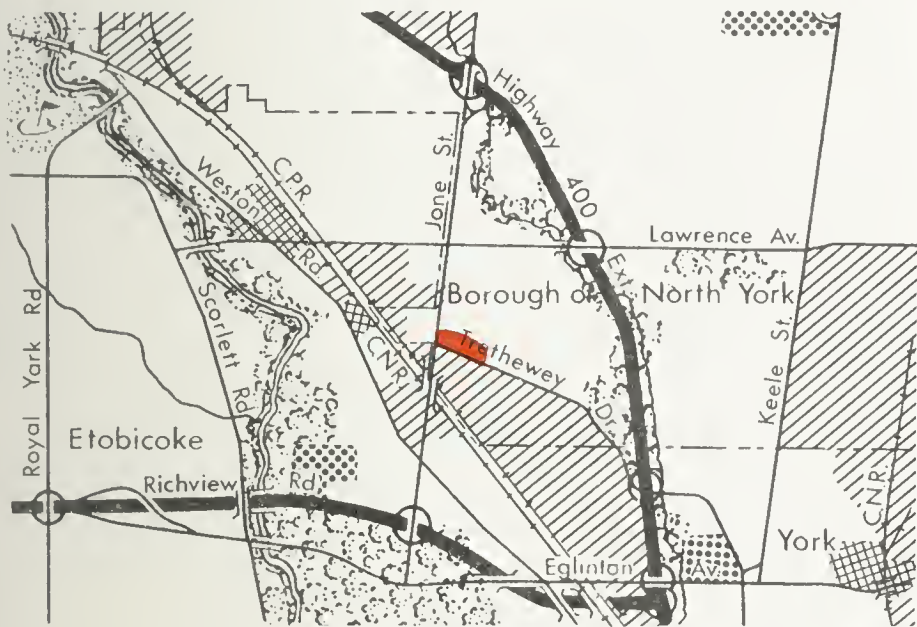
From Private Open Space to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 73



From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 74



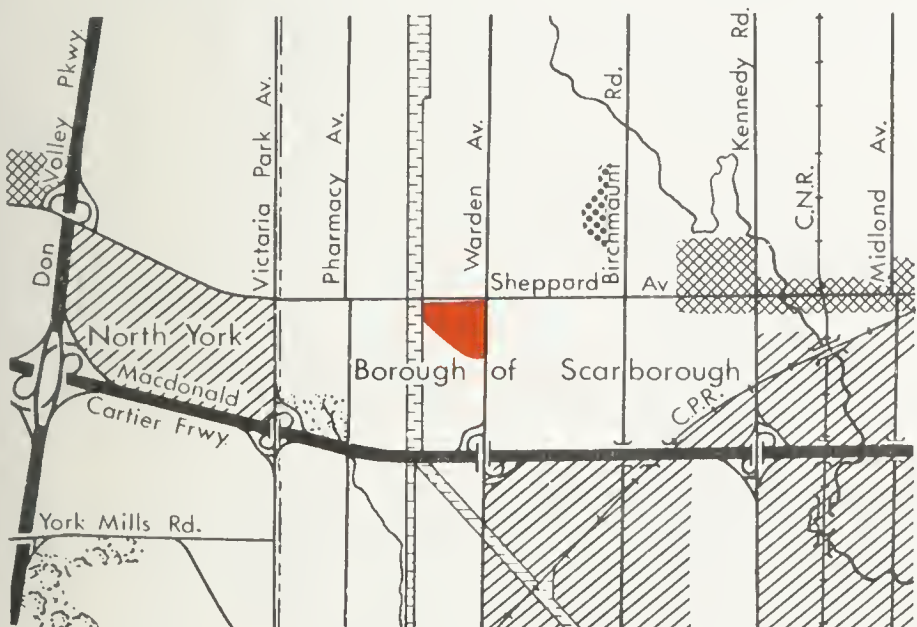
From Industrial (urban) to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 75



From Agricultural to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 76



From Major Commercial to Residential (urban)

METROPOLITAN PLAN AMENDMENT No. 77



From Major Commercial indefinite location to Major Commercial

• • • Urban Development Area Boundary

Scale 1 inch to 5000 feet

- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural



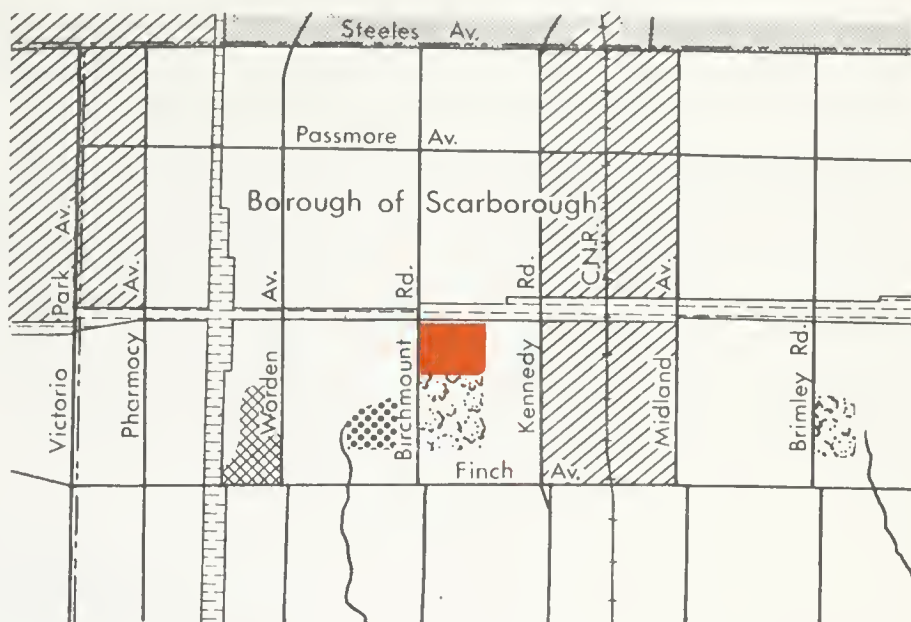


# METROPOLITAN PLAN AMENDMENT No. 78



From Industrial (urban) to Residential (urban)

# METROPOLITAN PLAN AMENDMENT No. 79



From Residential (urban) to Public Open Space

• • • Urban Development Area Boundary

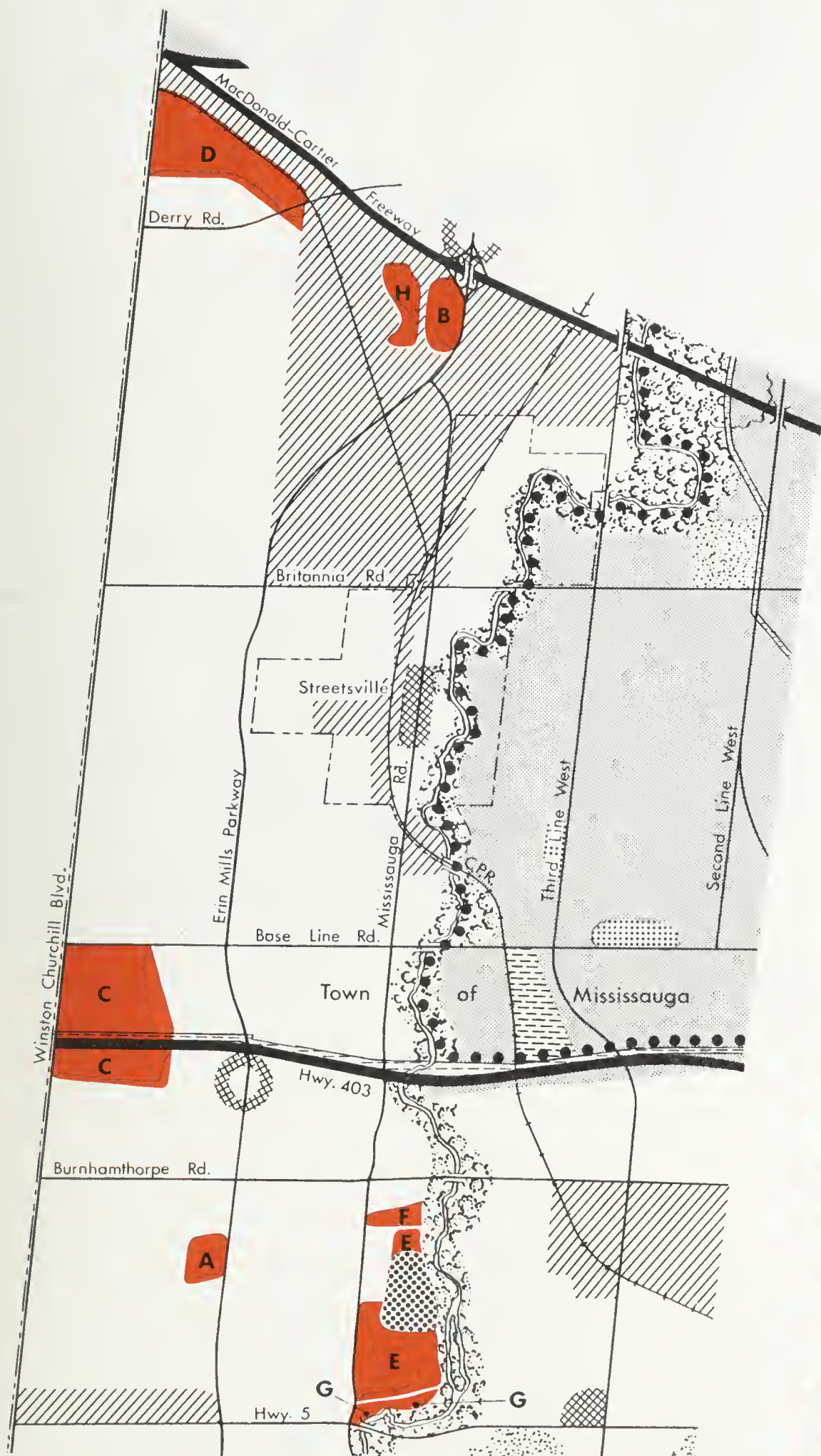
Scale 1 inch to 5000 feet

- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)

- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural



# METROPOLITAN PLAN AMENDMENT No. 80



- A** From Residential (urban) to Major Commercial
- B** From Industrial (urban) to Major Commercial
- C** From Industrial (urban) to Residential (urban)
- D** From Residential (urban) to Industrial (urban)
- E** From Residential (urban) to Major Institutional
- F** From Residential (urban) to Public Open Space
- G** From Public Open Space to Major Institutional
- H** From Industrial (urban) to Private Open Space

• • • Urban Development Area Boundary

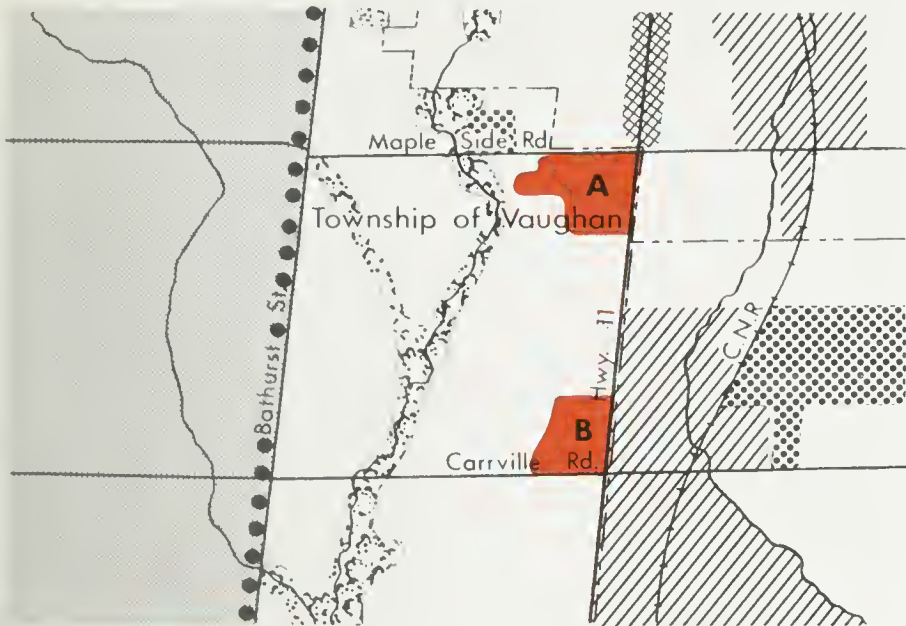
Scale 1 inch to 5000 feet

- Residential (urban)
- Residential (rural)
- Major Commercial
- Major Commercial (indefinite location)
- Industrial (urban)
- Major Institutional
- Public Open Space
- Private Open Space
- Transportation & Utilities
- Agricultural





# METROPOLITAN PLAN AMENDMENT No. 81



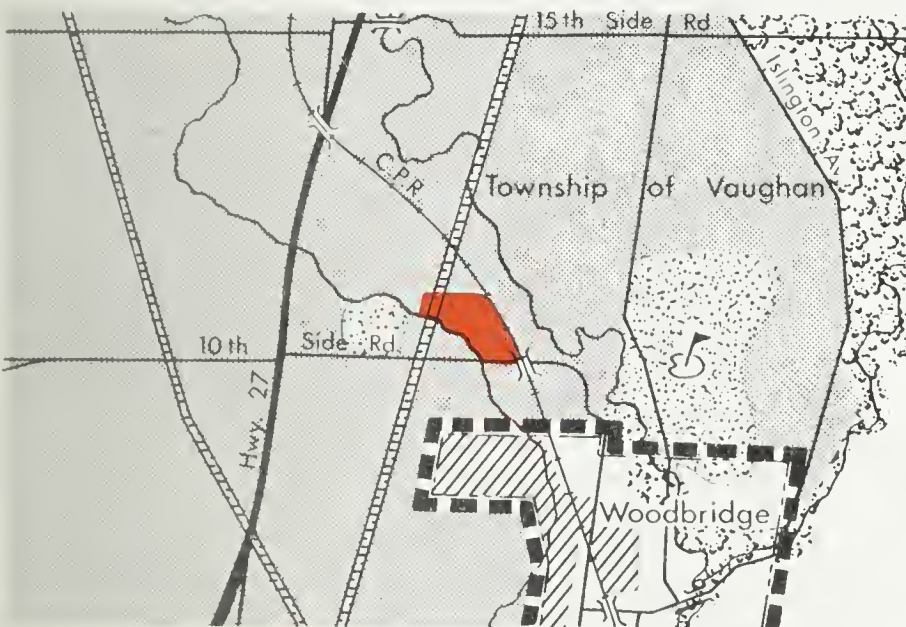
- A** From Residential (urban) to Major Institutional
- B** From Residential (urban) to Major Commercial

# METROPOLITAN PLAN AMENDMENT No. 82



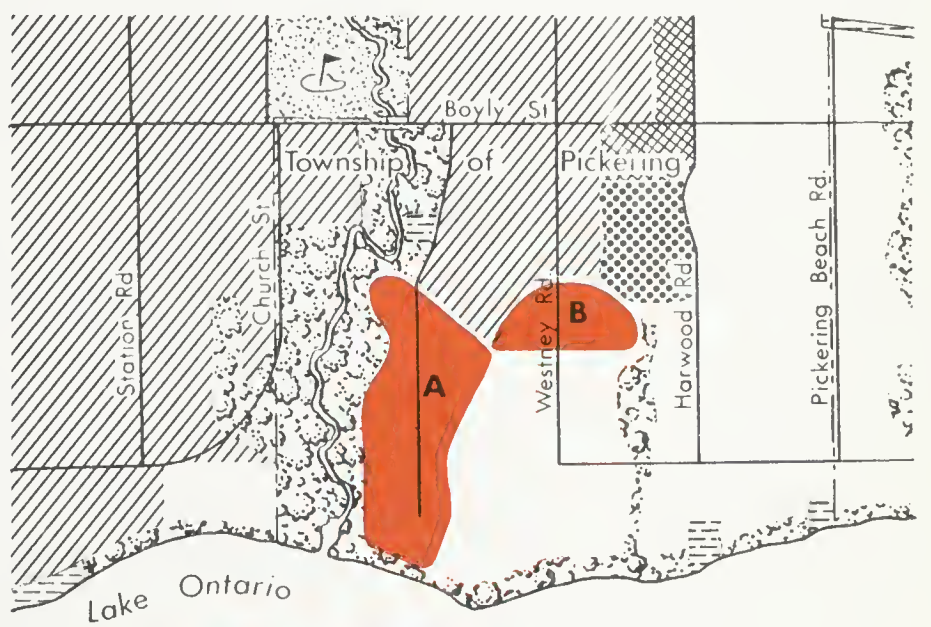
- From Public Open Space to Residential (urban)**

# METROPOLITAN PLAN AMENDMENT No. 83



- From Agricultural to Residential (urban)**

# METROPOLITAN PLAN AMENDMENT No. 84



- A** From Industrial (urban) to Residential (urban)
- B** From Residential (urban) to Industrial (urban)

• • • Urban Development Area Boundary

Scale: 1 inch to 5000 feet

- |                     |                                        |                |                            |
|---------------------|----------------------------------------|----------------|----------------------------|
| [Hatched Box]       | Residential (urban)                    | [Dashed Box]   | Major Institutional        |
| [Dotted Box]        | Residential (rural)                    | [Stippled Box] | Public Open Space          |
| [Cross-hatched Box] | Major Commercial                       | [White Box]    | Private Open Space         |
| [Circle with X]     | Major Commercial (indefinite location) | [Hatched Box]  | Transportation & Utilities |
| [Diagonal Lines]    | Industrial (urban)                     | [White Box]    | Agricultural               |



Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

MAP III, MAJOR TRANSPORTATION FACILITIES  
MAP IV, ROAD RIGHT-OF-WAY WIDTHS





CHANGES IN POLICY AND THE DESIGNATED MAJOR  
TRANSPORTATION FACILITIES SYSTEM

Metro Plan Amendment No	Change
23	<p>1. Revise footnotes to section 17 and Map III of the Metropolitan Plan to read</p> <p>"The complete validity has not yet been established of certain major transportation facilities shown on Map III, e.g. the Crosstown Expressway. Because of their importance in the consideration of land use and population distribution and the overall transportation system, they are included in the plan at this time. They will be subject to specific review in the first quinquennial review of the Metropolitan Plan, and if not considered warranted at that time will be deleted from the plan by amendment".</p>
28	<p>2. Redesignate Brimley Road between Gardiner Expressway and Steeles Avenue from "Minor Arterial" to "Major arterial" on an 86' right-of-way, including the extension of Brimley from Ellesmere to Sheppard. (cf. Scarborough O.P. Amendment 196).</p>
28	<p>3. Provide for an interchange between Highway 401 and Brimley Road. (cf. Scarborough O.P. Amendment 196).</p>
46	<p>4. Provide for the realignment of Steeles Avenue between Kipling Avenue and Islington Avenue approximately 500' south of the original alignment. (cf. Etobicoke O.P. Amendment 222).</p>
57	<p>5. Provide for the extension of the Yonge subway line from Eglinton Avenue to Finch Avenue. (cf. North York O.P. Amendment 247).</p>
57	<p>6. Delete Wilson Heights Boulevard as a "Major Arterial" road between Sheppard Avenue and Dufferin Street (cf. North York O.P. Amendment 247).</p>
58	<p>7. Delete the interchange between Coronation Drive and Gardiner Expressway. (cf. Scarborough O.P. Amendment 223).</p>

- 68            8.    Adopt the Vaughan Township Roads Plan  
              (cf. Vaughan O.P. Amendment 18).
- 71            9.    Delete the Finch Avenue diversion between  
              Staines Road and Beare Road, and provide a  
              direct alignment across the Rouge River on a  
              right-of-way of 120'. (cf. Scarborough O.P.  
              Amendment 236).
- 80            10.   Provide for the realignment of Highway 403  
              between Winston Churchill Boulevard and the  
              Credit River along the south side of the  
              HEPC right-of-way. (cf. Mississauga O.P.  
              Amendment 218).
- 80            11.   Divert Erin Mills Parkway (Fifth Line West) .  
              into Mississauga Road (Fourth Line West) north  
              of Streetsville and terminate Mississauga Road  
              at the diversion. (cf. Mississauga O.P. Amend-  
              ment 218).
- 80            12.   Reduce the right-of-way width of Erin Mills  
              Parkway from 150' to 120'. (cf. Mississauga  
              O.P. Amendment 218).
- 80            13.   Reduce the right-of-way width of Mississauga  
              Road from 120' to 100' between Erin Mills  
              Parkway and Dundas Street and to 86' through  
              the Town of Streetsville. (cf. Mississauga  
              O.P. Amendment 218).









Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

METROPOLITAN APARTMENT DEVELOPMENT CONTROL POLICY

Amendment 15: Under the general heading "POPULATION AND DENSITY" (Section 10) of the Metropolitan Plan, add sections 10.1 to 10.4 and Maps IB and IC in the form attached.

Amendment 45: Add a footnote to section 10.11 (d) to provide an apartment density transfer policy as follows:

"For the purpose of determining site area, a local municipality may include lands abutting the building site which have been acquired by the municipality (or, where appropriate, by the Metropolitan Corporation) at no public cost for the purpose of providing a new road, or widening an existing road, or of providing public parkland; but in no case shall a local municipality include lands acquired or to be acquired for expressway purposes, or for flood control or valleyland conservation purposes in an area designated "Public Open Space" on Map II of the Metropolitan Plan, or lands affected by a subdivision control bylaw or part-lot control bylaw of the municipality."

Amendment 59: Revise Map IC to incorporate the South Parkdale high density apartment district in its entirety into the "Inner Density Sector" as shown on Map IC.



## APARTMENT DEVELOPMENT\*

### GENERAL PRINCIPLES

#### Section 10.1

The density provisions of this policy shall not be construed to apply to any location or site which a local municipality has not approved for apartment development. Within each density sector designated on Map I-C, the local municipality will determine which sites, if any, may be used for apartment development and the appropriate net site density at which such development may take place, provided that the limits stipulated in the Schedule of Maximum Densities designated on Map I-C are not exceeded. An apartment development proposal will not conform to this policy merely because it conforms to the maxima stipulated on Maps I-B and I-C unless the site, density and proposed scale of the development have first been approved by the local municipality.

#### Section 10.2

The density provisions of this policy are maximum figures to ensure that problems of Metropolitan significance do not occur. A local municipality may provide for apartment development up to the limits established by this policy as warranted by local conditions. Where local planning objectives justified in a District Plan adopted by a local council indicate that it is desirable and consistent with the objectives of the Metropolitan Plan to increase the density of a defined area beyond the maximum limits established on Map I-C, the area in question shall be redesignated to another density sector in which higher density limits are permitted in accordance with the Schedule of Maximum Densities.

#### Section 10.3

The distribution provisions of this policy shall not be construed to apply to alter the provisions of a District Plan adopted by a local municipality in accordance with the provisions of the Metropolitan Plan and approved by the Minister of Municipal Affairs where such District Plan provides specifically for the long-term distribution of apartments.

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\*Note: This policy shall apply to apartment proposals initiated at a local level after January 1, 1967. Proposals initiated before that date will continue to be examined on the basis of the Board's Interim Policy in cases where the revised policy is more restrictive.



Section 10.4 The provisions of this policy shall require that apartment development in any municipality be undertaken in accordance with site development standards not less than those which may from time to time be adopted by the Metropolitan Toronto Planning Board by amendment to this policy, or, where the Metropolitan Toronto Planning Board has not established such standards for general application throughout Metropolitan Toronto, in accordance with site development standards not less than those which normally prevail in that local municipality. Specifically the Metropolitan Toronto Planning Board will require additional separation where local municipal standards do not provide adequate distances between apartment and non-apartment uses.

Section 10.5 The provisions of this policy shall not apply

- (a) to restrict the floor space index or density in units per acre of senior citizens' apartments or homes for the aged provided that the site development standards of such development are not less than as described in Section 10.4,
- (b) to commercial development including incidental apartment accommodation as permitted by the Metropolitan Plan and including apartment hotels and bona fide mixed commercial-residential buildings in which the apartment accommodation is an integral and secondary feature of a predominantly commercial building.

#### PRINCIPLES OF DISTRIBUTION

Section 10.6 Within all Planning Districts and Municipal Subdistricts in Metropolitan Toronto, a local municipality may provide in a District Plan for apartment development exceeding the total number of dwelling units specified on Map I-B for each Planning District and Municipal Subdistrict, provided that the population distribution provisions of Map I of the Metropolitan Plan are not exceeded thereby.

Section 10.7 Within all Planning Districts and Municipal Subdistricts in the Municipality of Metropolitan Toronto the number of units assigned for ten years on Map I-B will be used as a guide by the Board in examining immediate rezoning proposals to ensure that excessive amounts of land involving redevelopment are not rezoned.

Section 10.8 Within Planning Districts 17 to 23 inclusive (the fringe municipalities of the Metropolitan Toronto Planning Area), a local municipality may provide for the distribution of apartments in a manner consistent with the provisions of the local Official Plan for apartment development and with the population distribution provisions of the Metropolitan Plan.

Section 10.9 For the purposes of Sections 10.6, 10.7 and 10.8 above an apartment unit is defined as a self-contained dwelling unit in a building containing six or more dwelling units which are arranged on at least two levels and which share common access to the building at street level.

PRINCIPLES OF DENSITY

Section 10.10 The provisions of Map I-C shall apply within all Planning Districts within the Metropolitan Toronto Planning Area.

Section 10.11 The density of individual apartment development projects (of single buildings or of groups of buildings conceived as an architectural unit) permitted by this policy shall be determined by

- (a) the "density sector" within which the project site is located, as shown on Map I-C,
- (b) the "type-location" within a given density sector,
- (c) the proposed number of dwelling units per net residential acre, including the total number of dwelling units contained in all apartment houses, row houses, maisonettes, etc.,
- (d) the ratio of the gross floor area to the site area\*(floor space index),
- (e) the percentage ratio of net on-site landscaped open space to gross floor area.

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\* For the purpose of determining site area, a local municipality may include lands abutting the building site which have been acquired by the municipality (or, where appropriate, by the Metropolitan Corporation) at no public cost for the purpose of providing a new road, of widening an existing road, or of providing public parkland; but in no case shall a local municipality include lands acquired or to be acquired for expressway purposes, or for flood control or valleyland conservation purposes in an area designated "Public Open Space" on Map II of the Metropolitan Plan, or lands affected by a subdivision control by-law or part-lot control by-law of the municipality.



Section 10.12 For the purposes of this policy,

- (a) gross floor area means the aggregate of the areas of each floor above grade, measured between the exterior faces of the exterior walls of the building or structure at the level of each floor, including any part of the building or structure above grade used for the storage or parking of motor vehicles, locker storage and laundry facilities, but excluding any part of the building or structure used for retail commercial purposes open to the public and any areas used for recreational or mechanical purposes,
- (b) landscaped on-site open space means open, unobstructed space on the site which is suitable for landscaping, including any part of the site occupied by recreational accessory buildings, any surfaced walk, patio or similar area, any sports or recreational area, any ornamental or swimming pool, and the roof or other part of a building or structure open to the air suitable for landscaping and used as a recreational area, but excluding any driveway or ramp, whether surfaced or not, any curb, retaining wall, or motor vehicle parking area,
- (c) a transit-related location means a site\* located within 1,500 feet radius of a subway station or GO commuter train station and includes all of a site\* only part of which may be within 1,500 feet of a station,
- (d) a transit-oriented location means a site\* located within 1,500 feet radius of a transit artery served by 15 or more public transportation vehicles travelling in one direction during peak hour and includes all of a site\* only part of which may be within 1,500 feet of the transit artery.

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\* Where a District Plan, which provides for apartment development in a manner consistent with the objectives of this policy and with the principles of the Metropolitan Plan, is in effect, "site" means all or any part of an area designated in the District Plan for apartment uses. Where no such District Plan is in effect, "site" means a project area in single ownership which is not divided by streets, railways, rivers or similar clearly identifiable physical features.



Section 10.13 A maximum floor space index specified in the table on Map I-C may be exceeded where the specified maximum density in units per acre is not exceeded and the specified minimum open space ratio is provided.

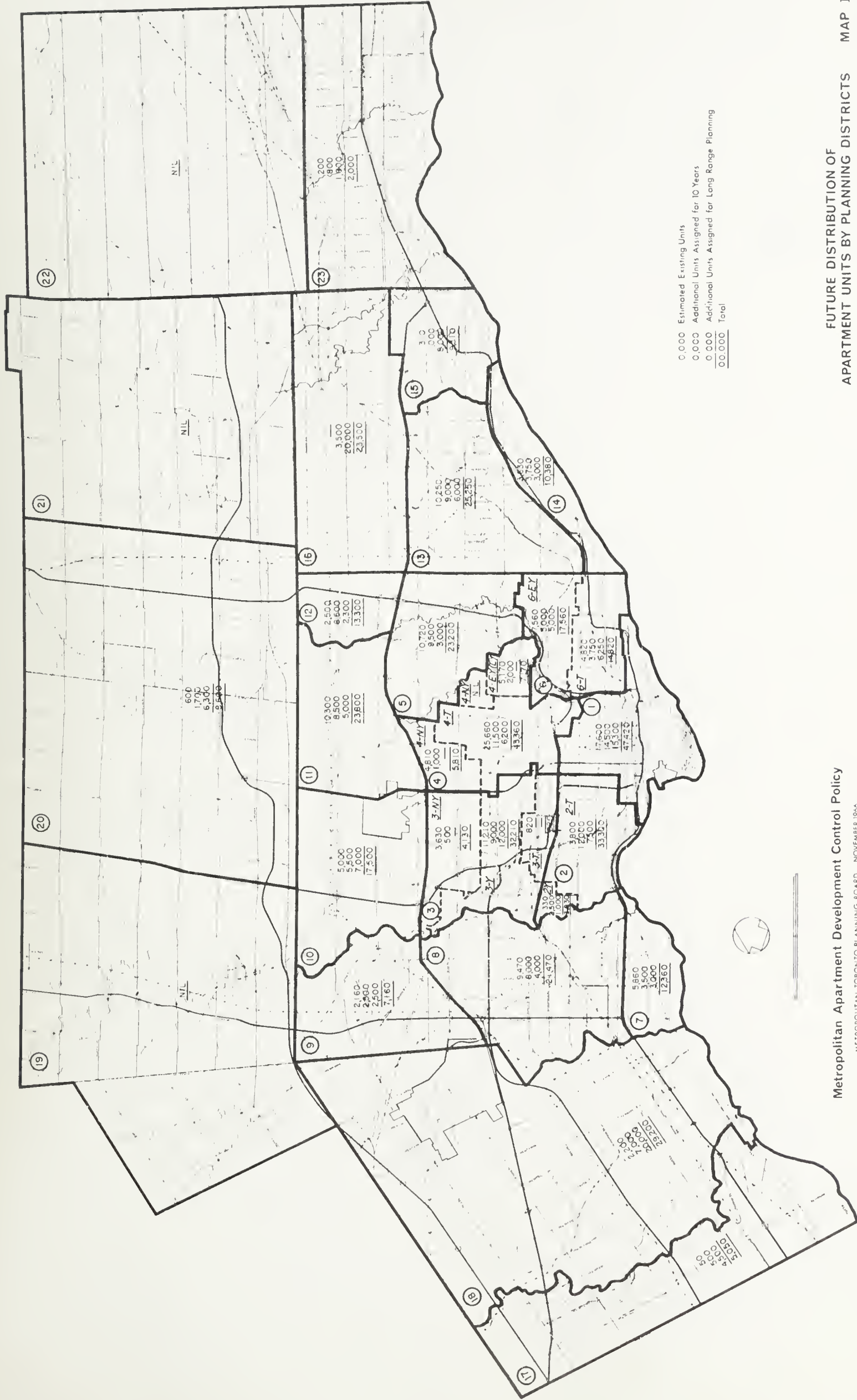
Section 10.14 A maximum density in units per acre specified in the table on Map I-C may be exceeded where the specified maximum floor space index is not exceeded and the specified minimum open space ratio is maintained.





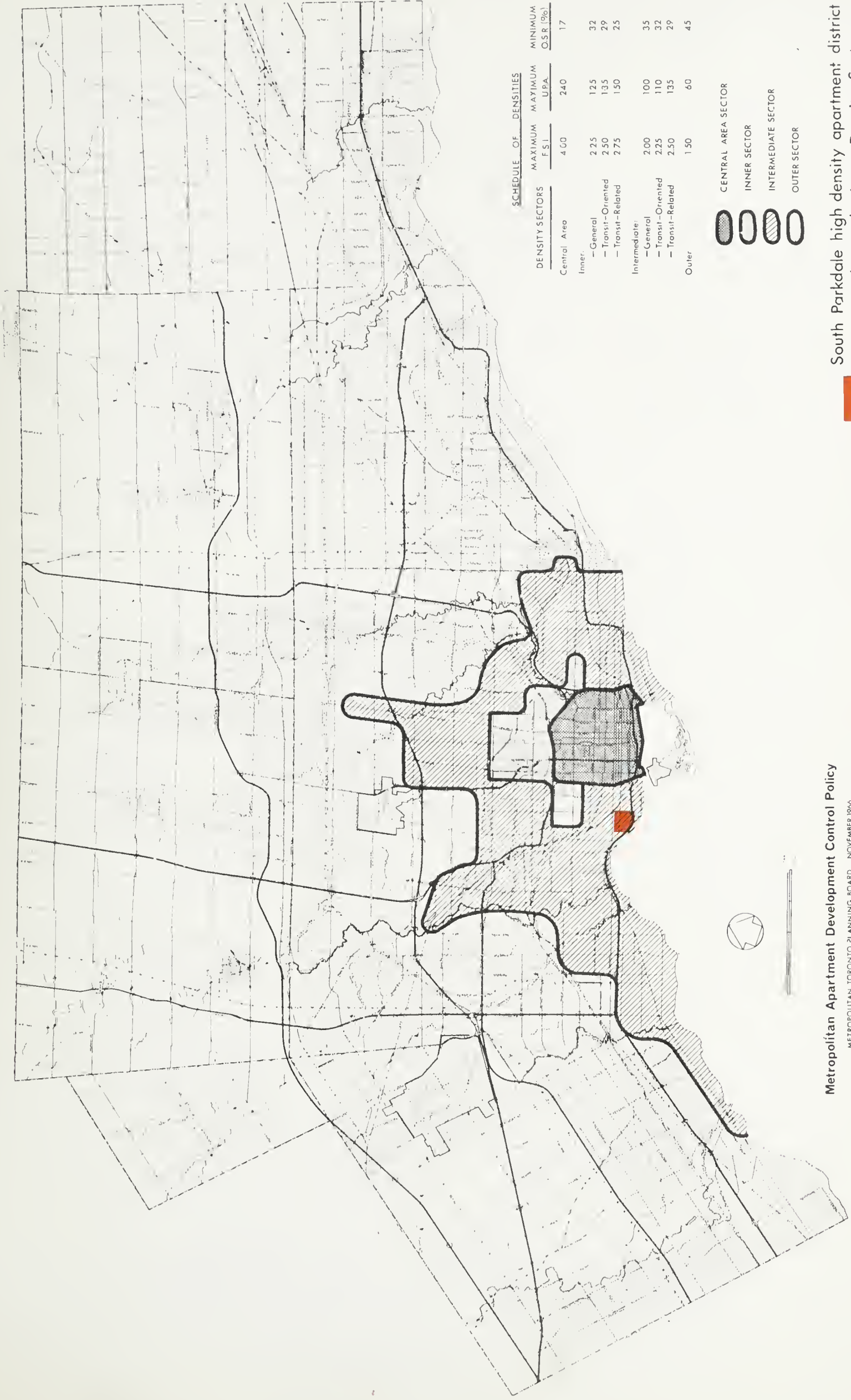












Metropolitan Apartment Development Control Policy  
 METROPOLITAN TORONTO PLANNING BOARD NOVEMBER 1966

SCHEDULE OF DENSITIES			
DENSITY SECTORS	MAXIMUM F.S.I.	MAXIMUM U.P.A.	MINIMUM O.S.R. (%)
Central Area	4.00	240	17
Inner:			
— General	2.25	125	32
— Transit-Oriented	2.50	135	29
— Transit-Related	2.75	150	25
Intermediate:			
— General	2.00	100	35
— Transit-Oriented	2.25	110	32
— Transit-Related	2.50	135	29
Outer	1.50	60	45

- CENTRAL AREA SECTOR
- INNER SECTOR
- INTERMEDIATE SECTOR
- OUTER SECTOR

South Parkdale high density apartment district incorporated into the inner Density Sector (Amendment 59)



Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

AMENDMENT 16

GENERAL RENEWAL PLAN

Under the general heading "URBAN RENEWAL" (Section 15) of the Metropolitan Plan, add sections 15.1 - 15.27 and Maps V and V-B as follows:





## METROPOLITAN GENERAL RENEWAL PLAN

### SCOPE OF URBAN RENEWAL PROGRAM

Section 15.1 Urban renewal in Metropolitan Toronto should proceed by way of:

- (a) A large-scale program applied across very broad sections of the city and inner residential areas (the Renewal Districts shown on Map V);
- (b) Comprehensive schemes prepared for large individual sectors within these broad areas (the Renewal Sectors shown on Map V);

Section 15.2 The renewal process should be carried out concurrently in all sections of the metropolitan area included in the program. It should be directed to the improvement of residential, industrial and commercial properties in appropriate areas and the simultaneous removal of incompatible industrial structures from residential areas and deteriorated residential structures from industrial areas. The emphasis should be on rehabilitation and spot clearance activities, rather than on large-scale clearance.

Section 15.3 The urban renewal program should be directed to areas in which comprehensive public renewal activities are required and in which significant private renewal activity cannot be foreseen. The public renewal program should therefore not be concerned at this time with the following areas: downtown; suburban sub-centres; outlying commercial districts; isolated pockets of residential blight in the inner suburbs; isolated non-conforming industrial pockets; and pockets of pre-subdivision or cottage housing.

### RESPONSIBILITIES

Section 15.4 The allocation of responsibility between the Metropolitan Corporation and the area municipalities should be consistent with the basic framework of government in Metropolitan Toronto. The Metropolitan Corporation's responsibility should be limited to financial participation and the coordination of urban renewal activities in the metropolitan framework through the "general plan for renewal" contained in this report; the area municipalities should be responsible for the detailed planning and execution of renewal schemes.

- Section 15.5 Local planning boards should be responsible for the preparation of plans for Renewal Districts, based on the metropolitan "general plan for renewal".
- Section 15.6 Each area municipality involved in urban renewal should appoint an "urban renewal administrator" to prepare and execute Renewal Sector schemes.
- Section 15.7 The Ontario Housing Corporation should be responsible for providing new and rehabilitated low-rental and moderate-rental housing where appropriate, in all renewal areas as well as in the remainder of the metropolitan area, and should extend its operations to include the production of housing for the lower ranges of the middle-income category. The Metropolitan Toronto Housing Company should be responsible for providing housing for elderly persons in renewal areas.

#### PLANNING OF RENEWAL PROGRAM

- Section 15.8 The "general plan for renewal", defining the scope and basic principles and policies of the general treatment program along the lines shown on Map V-B should ultimately be incorporated in the Metropolitan Plan. It would then provide a suitable basis for the Federal and Provincial governments to participate in urban renewal in the metropolitan area.
- Section 15.9 Plans for Renewal Districts should include:
- (a) Population distribution and general density pattern;
  - (b) General land use plan;
  - (c) Required public services;
  - (d) General transportation pattern;
  - (e) General servicing plan.
- Section 15.10 Renewal Sector schemes should consist of all the different elements involved in neighbourhood improvement, as required by the present legislation including:
- (a) Determination of the types of action to be taken with respect to the individual properties in the sector (acquisition, clearance, public or private rehabilitation, re-use), and the methods of carrying them out.



- (b) Determination of public works requirements (street changes, pavement and sidewalk improvements, sewer and water improvements, landscaping, etc.) and improvements in municipal housekeeping services, and the programming of these works and services.
- (c) Determination of required community facilities, including schools, welfare and social facilities, parks and shopping, and methods to be used in correcting existing deficiencies.
- (d) Relocation policies and methods.
- (e) Programming of by-law enforcement and assistance to home owners in rehabilitation.
- (f) Physical plan of renewal.

Section 15.11 Renewal Sector schemes should be flexible, and directed towards "performance" specifications, leaving the responsibility for siting and detailed design to the end user.

Section 15.12 Prospective developers should be involved at an early stage in the preparation of plans for major clearance pockets in order to establish the general feasibility of desirable projects.

#### ADMINISTRATION OF RENEWAL PROGRAM

Section 15.13 A long-term agreement should be concluded between the Metropolitan Corporation and the area municipalities concerned, and between the municipalities and the senior governments, including the Ontario Housing Corporation, to establish each party's obligation to undertake its respective responsibilities in carrying out the renewal program proposed in this report.

Section 15.14 The preparation of a plan for each of the eight Renewal Districts shown on Map V and a scheme for each of the eight priority Renewal Sectors shown on Map V should be proceeded with concurrently. Renewal schemes for the eight priority sectors should be carried out over a 5-year period. The remaining 14 Renewal Sector schemes should be completed within a 15-year period.

Section 15.15 A permanent Standing Committee on Urban Renewal, comprised of representatives from the four levels of government and the Ontario Housing Corporation, should be established with responsibility for:

- (a) Coordination of their respective interests in the preparation of Renewal Sector schemes;
- (b) Giving formal approval to Renewal Sector schemes before they are submitted to all levels of government for adoption.

Section 15.16 The Metropolitan Council and the area municipality concerned should submit joint applications for financial contributions from senior governments in carrying out renewal schemes.

Section 15.17 The net cost of all renewal schemes should be shared on a uniform basis in the following proportions:

Government of Canada	50%
Province of Ontario	25%
Metropolitan Toronto	12½%
Local area municipality	12½%

#### GENERAL POLICIES

Section 15.18 All activities involving public facilities and services in the renewal areas (schools, parks, street and transportation improvements sewer improvements etc.), should be incorporated in the urban renewal program and their costs included in the costs of the renewal program. Families displaced through such activities should be provided for in the relocation program. Provision should be made for day nurseries and other community facilities in areas where substantial amounts of public housing are being provided.

Section 15.19 Local municipalities should be encouraged to adopt local housing standards by-laws which should be enforced uniformly in all renewal areas. The possibility of including in the renewal program the acquisition, at site value, of those properties which are not brought into compliance with housing standards should be explored with respect to enabling legislation.

Section 15.20 Residential land disposal policies and re-use prices should be directed toward:

- (a) Securing the most satisfactory balance of public low-rental and moderate-rental housing, private rental housing and private ownership housing in each residential renewal sector.



- (b) Encouraging the maximum participation of private builders and private home purchasers in the production of both new and rehabilitated housing.
- (c) Encouraging non-profit associations (churches, trade unions, housing cooperatives, etc.) to provide moderate rental housing.

Section 15.21 For residential property, re-use prices should be based solely on the desired cost or rental value of the housing to be provided, whether public or private, new or rehabilitated, with necessary controls placed on the end price or rent level.

Section 15.22 For non-residential land, re-use prices should be related to the desired cost or rental value of the ultimate use, based on specific market and economic considerations.

Section 15.23 Land should be disposed of by lease rather than sale, in order to:

- (a) Achieve greater flexibility in arranging desirable re-use schemes;
- (b) Capitalize on long-term increase in value;
- (c) Facilitate subsequent stages of renewal in future years.

Section 15.24 The costs of renewal should include the relocation and moving expenses of displaced residents and businesses, the cost of professional and technical assistance, and special financial assistance for:

- (a) Displaced home owners who cannot be suitably accommodated in available purchase housing nor readily relocated into rental housing, by means of special loans to purchase a replacement property with a moratorium on repayment until the property is sold;
- (b) Home owners whose properties require improvement but who cannot readily absorb the necessary expenditure or consequent indebtedness, by means of:
  - (i) Direct grants to low-income families;
  - (ii) Special loans at below-market rates or with a moratorium on repayment until the property is sold.



Section 15.25 The costs of renewal may include expenditures may include expenditures required for correcting air pollution sources in the vicinity of residential renewal projects and for meteorological studies which may be required.

#### LEGISLATION

Section 15.26 Applicable legislation should be amended, if required, to:

- (a) Permit the concurrent preparation of renewal district plans and renewal sector schemes;
- (b) Include as renewal costs the various cost elements detailed in sections 15.24 and 15.25 above;
- (c) Permit Metropolitan Toronto and the area municipalities concerned to make joint application for approval of renewal schemes by the senior governments;
- (d) Eliminate the requirement for Ontario Municipal Board approval of "redevelopment plans" in view of the existing requirement for Provincial approval of "renewal schemes" and Ontario Municipal Board approval of zoning by-laws and municipal capital expenditures.

#### FURTHER STUDIES

Section 15.27 Further studies should be carried out of:

- (a) The feasibility of undertaking industrial and commercial rehabilitation;
- (b) Short-term and long-term housing needs in the metropolitan area;
- (c) Suitable land use and development policies for the 'special areas' delineated in the proposed renewal program;
- (d) The Metropolitan Corporation and the Ontario Housing Corporation should explore the possible application of H.O.M.E. programs on lands made available in renewal programs, and ways of creating low income cooperatives and condominiums;

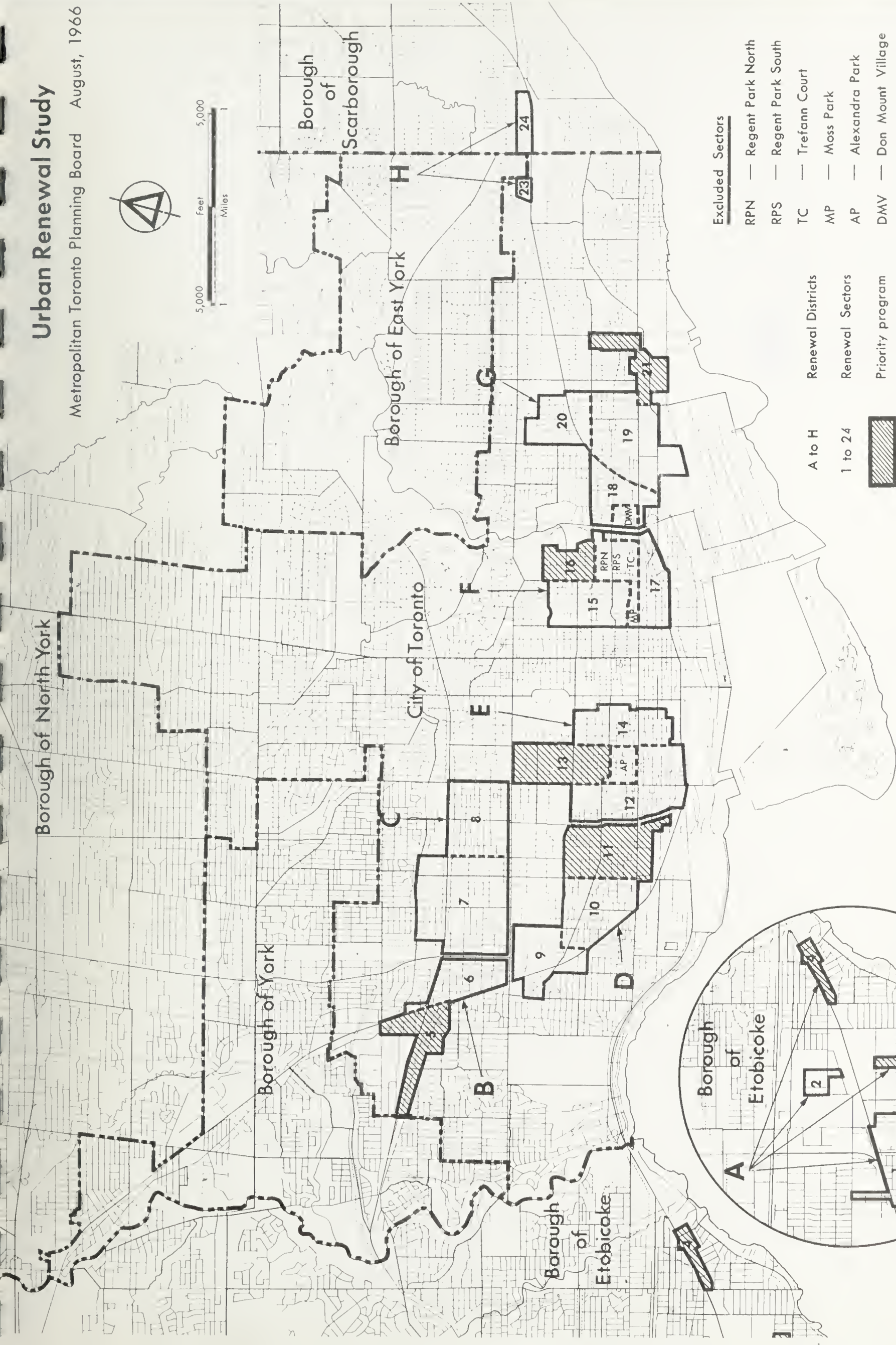
- (e) The Metropolitan Corporation should review with the federal and provincial governments the policy which provides that property compensation is defined as income in a number of public pension or allowance programs. This policy, it is felt, results in hardship and the loss of existing benefits and advantages;
- (f) The Metropolitan Planning Board should undertake a comprehensive study of rehabilitation procedures to provide a guide to local municipalities and to determine the proper Metropolitan role in promoting areawide rehabilitation programs;
- (g) The Metropolitan Planning Board should be responsible for continuous evaluative studies of urban renewal, housing standards and private redevelopment activities;
- (h) The Metropolitan Corporation should study changes in legislation respecting housing standards by-laws required to make them more effective;
- (i) The Metropolitan Corporation should study the downtown central core of the Metropolitan Area with the view to ascertaining the Metropolitan involvement in any future urban renewal scheme.





# Urban Renewal Study

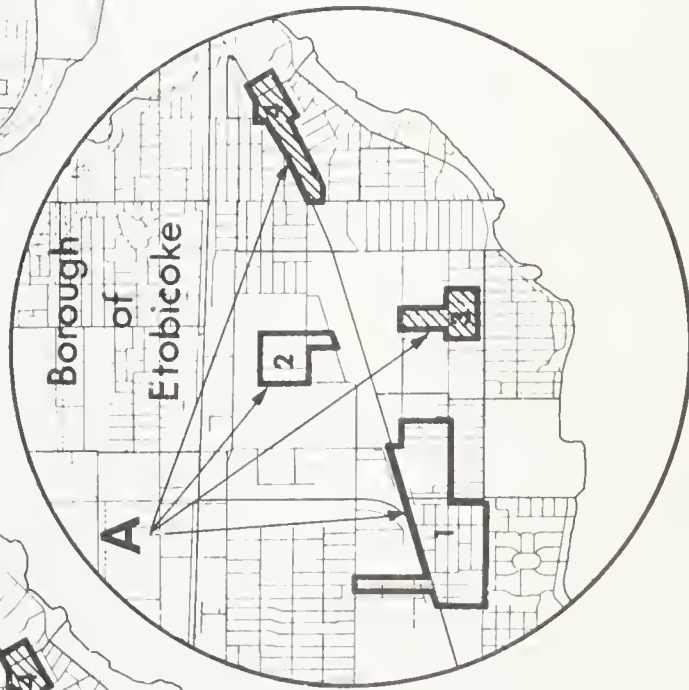
Metropolitan Toronto Planning Board August, 1966



## Excluded Sectors

- RPN — Regent Park North
- RPS — Regent Park South
- TC — Trefann Court
- MP — Moss Park
- AP — Alexandra Park
- DMV — Don Mount Village

- A to H
- 1 to 24
- Priority program



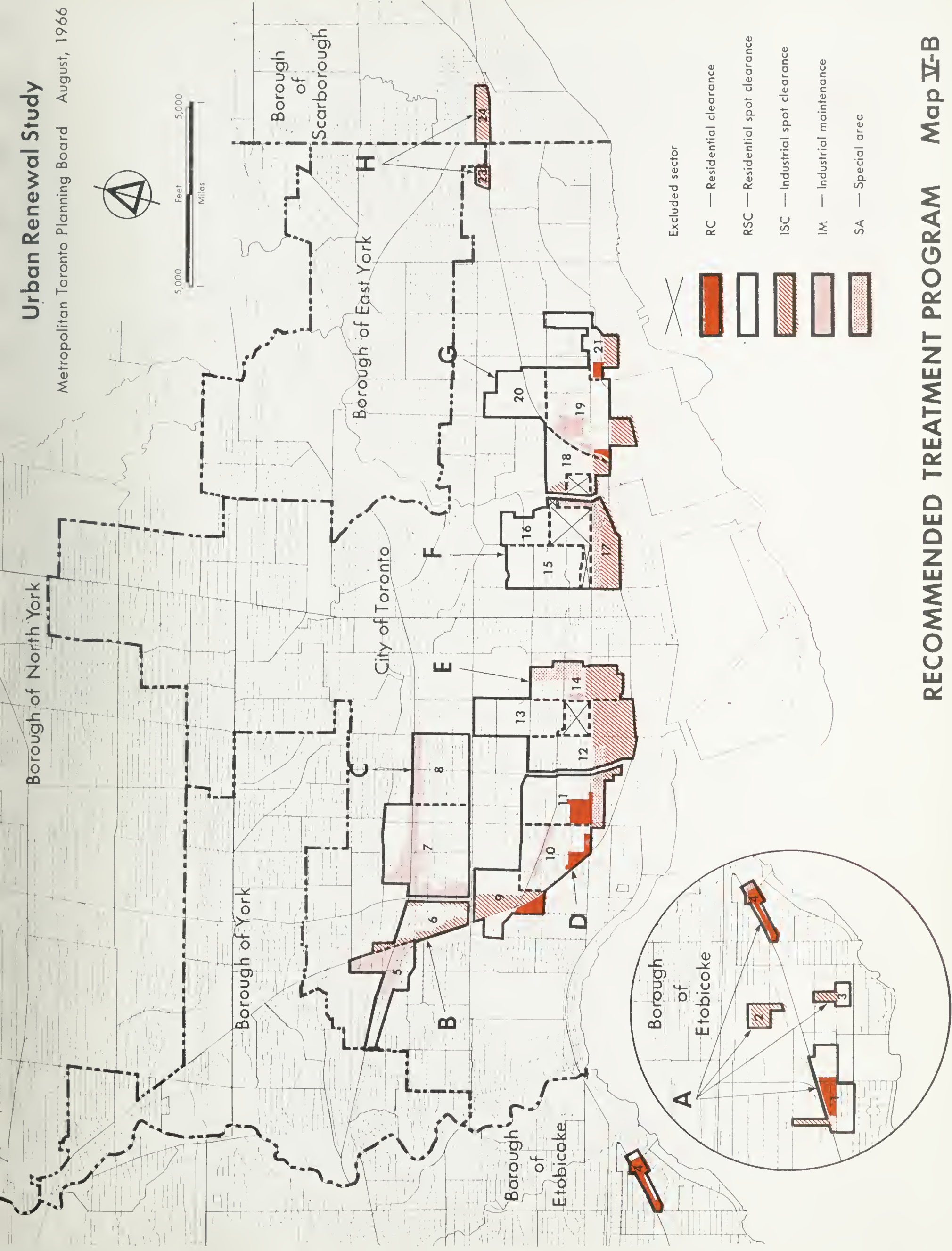
Note: Municipal boundaries as of January, 1967.





# Urban Renewal Study

Metropolitan Toronto Planning Board August, 1966







Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

AMENDMENT 27

REVISION TO POLICY RESPECTING BUILDING SETBACKS  
FROM METROPOLITAN ROADS





AMENDMENT 27

(a) Revise section 30 to read

30. Development will be permitted adjacent to a major arterial road as designated on Map III where provision has been made for the following:

- (a) Minimum right-of-way as designated on Map IV plus such additional right-of-way as may be required for intersection improvement and/or interchange approaches.
- (b) Setbacks from Metropolitan Roads to provide adequate site amenities and a sound environment in relation to the abutting road, in accordance with the following provisions:
  - (i) Within the Urban Setback Area designated on Map IV, a minimum setback above grade of 20 feet from the required right-of-way designated on that map shall be required for residential buildings only except where a lesser setback has been approved in accordance with section 66A of Part II.B of this Plan.
  - (ii) In the remainder of the Metropolitan Area, a minimum setback above grade of 25 feet from the required right-of-way designated on Map IV for all types of buildings, except where a lesser setback has been approved in accordance with section 66A of Part II.B of this Plan.

(b) Add section 66A as follows:

Section 66A

Building Setbacks

Subject to the requirements of section 30(a) of Part I.C of this Plan, the Metropolitan Council may by resolution reduce the setback requirements of section 30(b) of Part I.C where the reduced setback remains consistent with the intent of the Plan to provide adequate site amenities and a sound environment in relation to an abutting Metropolitan Road.



Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

AMENDMENT 34

WATERFRONT DEVELOPMENT PLAN

New sections 15A and 66B and Map IIB shall be added to the Metropolitan Plan, and section 61 shall be deleted and a substitution therefore added, as follows:





## WATERFRONT DEVELOPMENT

### Section 15A.

Development across the waterfront of the Metropolitan Toronto Planning Area shall have regard for the following considerations:

#### Section 15A.1

##### Recreational Facilities

- (a) Virtually unlimited public access to the lake should be provided with particular regard for extending a belt of public open space westerly from Sunnyside through Etobicoke into Mississauga, and easterly from Balmy Beach through Scarborough to Pickering Township and the Town of Ajax, by a combination of lake filling and the acquisition of shore properties.
- (b) For boating and water sports, protected water should be provided in small boat harbours and waterways.
- (c) For sailing and small craft, provision should be made for
  - (i) 5000 boats in slips in public marinas and private clubs;
  - (ii) 6000 boat launchings per day on 100 ramp lanes;
  - (iii) winter storage space for 1500 boats on the launch ramp parking lots;
  - (iv) commercial boat works.
- (d) For rowing and paddling, numerous practice areas and at least one course of Olympic specification should be provided.
- (e) For bathing, 16 miles of public beach or quadruple the present length available, should be provided. For swimming, artificial facilities adjacent to the beaches should be available at strategic locations along the shore. Where treatment capacity is available, artificial lakes ought to be constructed instead of conventional outdoor pools. Lake swimming at guarded beaches should be encouraged where water quality and temperature permit.

- (f) For active and passive recreation, space should be created for outdoor games, picnicking, hiking, cycling, and riding, and sites for floral and artistic displays, indoor recreation centres, nature schools, private clubs, amusements and special attractions of all types.
- (g) Major athletic fields for competitive sports should be provided to serve the south-western and south-eastern portions of Metropolitan Toronto.
- (h) Outstanding natural features such as the Needles and the Cathedral Bluffs, and the lower reaches of the Humber, Rouge and other streams should be preserved for nature trails or wildlife sanctuaries.
- (i) Sites should be reserved for suitable recognition of people and events of historical significance.
- (j) Access from parallel arterial streets to the waterfront should be provided via routes which do not traverse residential neighbourhoods. Capacity must be adequate so that peak weekend traffic is not tempted to filter through adjacent local streets. For the Island Park, improved access and parking must be provided, but the recreation area should be kept free of automobiles.
- (k) Adequate permanent parking, and space for overflow parking on peak days should be provided in support of all major recreation facilities.
- (l) For the Canadian National Exhibition, land should be created for its extension southerly, including waterways for imaginative design and for competitions and watersports.
- (m) For international games, space should be created for stadia and other facilities at locations suitable for continuing public use, and where adequate transportation and parking can be made available.
- (n) Where adjacent residential neighbourhoods are deficient in park space, land should be set aside for local recreation.



- (o) A scenic drive should be created to knit the waterfront park system together, with as continuous an alignment as is practicable. Turnouts and restaurants should be located where the best views are available. For variety and interest, the route should include lakefront apartment projects, the port and industrial areas, and major utilities.
- (p) The protected waterway between the Humber River and the Eastern Gap should be extended in both directions in a semi-continuous way, by placing fill so as to create an island archipelago along the shore. Boat camping sites should be established en route.

#### Section 15A.2

##### Port Expansion

- (a) A new Outer Harbour should be created to provide for the efficient and economic growth of the port over a long term. The development should afford flexibility to meet future design requirements which are not anticipated at this time.
- (b) Adequate access for port terminal facilities and the port industrial area should be provided to the arterial street and expressway network. Rail connections should be extended where required.
- (c) Viewing points overlooking harbour activities and across Toronto Bay to the city skyline should be provided.
- (d) The Island Airport should be removed to a location which will permit its development to accommodate larger aircraft without conflicting with building heights in the central city. Improved access is essential for its continuation.

#### Section 15A.3

##### Industrial Development and Major Utilities

- (a) Sites close to the water should be preserved for heavy industries requiring their own dock facilities, or for cooling water.
- (b) Where practicable, easement rights along the water's edge should be obtained for public access.

- (c) Industrial development along the shore should be confined to those areas presently designated for industrial purposes on Map II.
- (d) For major utilities, adequate space for the construction of new installations and the expansion of existing plants is essential. Suitable protection for intakes and outfalls must be assured.
- (e) Water filtration plants no longer required for domestic supply should be utilized in conjunction with artificial lakes.
- (f) Scenic drives should provide views of the large utilities plants and hydro generating stations, and should afford easy access to those open for public tours. The hydraulics of the waterways should be designed to permit adequate circulation of water, and shore protection works should be so constructed to discourage the growth of algae.

#### Section 15A.4

#### Redevelopment Potential

- (a) Redevelopment for apartments, hotels restaurants and other intensive uses should be encouraged in such areas as:
  - (i) the Inner Harbour west of Yonge Street;
  - (ii) the Etobicoke Sector, mainly east of Second Street;
  - (iii) the Mississauga Sector, near the Credit mouth;
  - (iv) the blocks around the Beaches Athletic Field;
  - (v) at certain locations along the face of the Bluffs if and when such construction becomes practical.
- (b) Redevelopment should be limited to those areas where adequate access, services, schools and other community requirements are available, and where no untoward effects on adjacent low density neighbourhoods will accrue.

- (c) The site design and architecture for re-development projects should have due regard for the lakefront setting, and should complement and enhance the total picture.
- (d) Where appropriate, private development should be permitted access directly to the water.

#### Section 15A.5

#### Preservation of Stable Neighbourhoods

- (a) Existing lakeshore neighbourhoods should be protected from the impact of recreational attractions of metropolitan scale by the careful placement of heavy use facilities in relation to the closest dwellings, the use of screen planting around parking areas, and the provision of vehicular access via routes independent of the local street system. Fill should also be imported over separate routes wherever possible.
- (b) Residential neighbourhoods should be improved by the provision of additional local parkland where deficiencies exist, and shore protection works should be constructed where erosion is a threat.

#### Section 15A.6

#### Constructive Use of Fill Materials

- (a) The lake should continue to be used for the disposition in a constructive way of surplus fill from building sites and public works projects within economic haul distances.
- (b) Waste materials such as hydro flyash, certain solid industrial wastes, dredged silts, demolition wastes, garbage, rubbish, incinerator residues, digested sludge, etc. should be used for constructive purposes wherever feasible. Some waste materials will require secure protection against the possibility of lake pollution by means of adequate dikes, strong shore protection works, and the possible collection, pumping and handling of any seepage.





















## WATERFRONT DEVELOPMENT (Administration)

Section 61 Lands within the areas described in section 56(k) of this part may be redesignated to a use other than that shown on Maps II and IIB by amendment of this plan where required to implement section 15A of Part I of this plan.

Section 61A For the purposes of administering section 15A of Part I of this plan and Map IIB, a single waterfront authority shall be established for the promotion, coordination and administration of waterfront development, and, if possible, for its detailed implementation and financing where appropriate.

## WATERFRONT DEVELOPMENT (Implementation)

- Section 66B
- (a) Pending the establishment of a permanent implementing authority under section 61A of Part II of this plan, a Waterfront Development Coordinating Committee shall be appointed comprised of the members of the Waterfront Technical Committee plus additional members from those municipalities on the waterfront not represented on that Committee and from the Credit Valley Conservation Authority.
  - (b) The Waterfront Advisory Committee shall be continued and undertake the task of presenting the principles and policies of section 15A of Part I of this plan and Map IIB to the municipalities, planning boards, and other affected agencies interested in waterfront development.
  - (c) The Prime Minister of Ontario shall be requested to arrange at the earliest possible opportunity discussions with representatives of the Provincial, Federal and Metropolitan Toronto Governments for the establishment of an appropriate single authority to implement the principles and policies of section 15A of Part I of this plan and Map IIB.
  - (d) The Metropolitan Commissioner of Works shall initiate feasibility studies of land fill schemes in accordance with section 15A of Part I of this plan and Map IIB.

- |                                                                                                     |                                                                                                   |                                                                                                  |                                                                                                      |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Marina               |  Picnic Area       |  Residential      |  Utilities            |
|  Boat Launching     |  Camping         |  Commercial      |  Institutional       |
|  Protected Waterway |  Lookout Point   |  Industrial     |  Public Open Space  |
|  Beach              |  Natural State   |  Transportation |  Private Open Space |
|  Swimming           |  Inland Waterway |                                                                                                  |                                                                                                      |

# WATERFRONT PLAN for the METROPOLITAN TORONTO PLANNING AREA



Lake Ontario

**Mississauga - Port Credit**  
The major proposals in this sector are the consolidation and expansion of three park areas, A. E. Crookes Park, Port Credit and the Rattray Marsh. The remainder of the land uses in this sector are already clearly established. In the future, extension of the park areas may prove feasible as fill material becomes available.

**Etobicoke Lakeshore Park**  
The existing waterfront park areas stretching westerly from the C.N.E. grounds to the Humber River will be extended to the Metropolitan boundary by creating new public lands and islands in front of existing development in Etobicoke. Green fill will be utilized as available. The park will provide a protected waterway for small boats and will contain a wide range of water-oriented recreational facilities. It will also make an attractive setting for the high density residential development proposed in the Humber Bay area.

**Harbour Area**  
In the central sector a new outer harbour is proposed south of the present Commissioners Street industrial district. The headland enclosing the new harbour, which will have an area about two-thirds the size of Toronto Bay, is already substantially developed and is proceeding at the rate of 10 feet a day. The harbour activities in the inner harbour will be confined east of Yonge Street, with the area to the west, including the existing Island Airport, being developed as a "Harbour City" capable of accommodating a population of up to 50,000 people. A new Island Airport is to be created south of the existing Toronto Islands on new land dredged from sand deposits on the bottom of the lake. Additional land will also be created by this dredging method to enlarge the Harbour City site and for expansion of the C.N.E. and the Toronto Islands Park. Transportation facilities linking Harbour City and the new airport will also improve access to the islands while still retaining its pedestrian character.

**Scarborough**  
A major park is proposed in the Scarborough Bluffs sector where substantial lands on top of the bluffs are already in public ownership. Access is provided from the top of the bluffs to land fill areas and islands to be created at the foot, which will provide a wide range of water-oriented recreational facilities and an opportunity to view the scenic beauty of the bluffs which rise at points to a height of 200 feet.  
At the eastern edge of the Borough of Scarborough East Point Park will be developed and expanded in conjunction with the construction of a new water filtration plant. The land was made available by the Borough of Scarborough to the Metropolitan Corporation for park purposes.

**Pickering - Ajax**  
In this area, not at the present time intensively developed, ample opportunity is afforded for almost continuous public access to the lake. The broad valleys already largely acquired for conservation purposes can be integrated into a regional park complex which will provide a complete range of recreational facilities. Frenchman's Bay provides a large area of protected water for all water-oriented recreation activities. The residential development of the area, taking place at the same time as the Waterfront Plan is developed, will be able to take advantage of the lake setting. The industrial lands set aside to the east of the Bay provide sites needed for water-oriented industrial uses.





Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

AMENDMENT 40

REVISIONS TO GENERAL CRITERIA FOR RURAL DEVELOPMENT  
AND THE LAND USE TABLE



AMENDMENT 40

(a) Revise section 9(c) to read

- (c) The use conforms to the requirements of the appropriate local health authority and Conservation Authority on the Ontario Water Resources Commission, and to local policies established in a local official plan adopted by a local council and approved by the Minister of Municipal Affairs or the Ontario Municipal Board.



1 Land Use District	2 Permitted Uses	3 Maximum Size
Industrial	Industrial uses Commercial uses in centres Commercial uses in strips Incidental residential uses associated with a permitted use	<del>No limit</del> 15 acres ½ mile
Residential	Residential buildings Public elementary, <del>and</del> <sup>technical and vocational</sup> secondary, <sup>^</sup> and separate schools Commercial uses in centres Commercial uses in strips Dwellings in commercial buildings Industrial uses	<del>No limit</del> <del>No limit</del> 15 acres ½ mile  10 acres
Commercial	Commercial uses Dwellings in commercial buildings Residential buildings Industrial uses	No limit  5 acres 10 acres
Public Open Space	Public conservation projects, including reforestation areas, flood control reservoirs and multi-use conservation areas Public parks and recreational uses and ancillary commercial uses	<del>No limit</del>  <del>No limit</del>
Private Open Space	Private or commercial park and recreational uses, and ancillary commercial uses Golf courses and country clubs Race tracks Cemeteries Hotels and restaurants Airports	<del>No limit</del>  <del>No limit</del> <del>No limit</del> <del>No limit</del> 15 acres 15 acres
Institutional	Institutional uses	<del>No limit</del>
Transportation and Utilities	Public and private utilities and transportation facilities Airports Industrial uses Commercial uses Public park use of utilities areas	<del>No limit</del>  <del>No limit</del> 15 acres 15 acres <del>No limit</del>

LAND USE TABLE

1 Land Use District	2 Permitted Uses	3 Maximum Size
All use districts designated on Map II (where not otherwise permitted)	<p>Public conservation projects including reforestation areas, flood control reservoirs, and multi-use conservation areas</p> <p>Public and private parks and recreational uses</p> <p>Public or private utilities and transportation facilities</p> <p>Cemeteries</p> <p>Golf courses and country clubs</p> <p>Institutional uses</p>	<p>15 acres</p> <p>15 acres</p> <p>15 acres</p> <p>15 acres</p> <p>15 acres</p> <p>15 acres in the Urban Development Area and Village Development Areas; 25 acres in the Rural Area, except 15 acres where municipal services are required</p>
Agricultural	<p>Agricultural uses, <sup>including farmhouses</sup> and ancillary commercial and industrial uses associated with agricultural products</p> <p>Gravel pits, quarries, and other rural extractive industries</p> <p>Industrial uses which do not require municipal services</p> <p>Individual residences on <del>farms or</del> lots approved under section 26 of The Planning Act</p> <p>Rural Residential subdivisions which do not require municipal services</p> <p>Commercial uses which do not require municipal services and do not discharge effluent into receiving streams</p> <p>Airports</p>	<p><del>No limit</del></p> <p><del>No limit</del></p> <p>5 acres</p> <p><del>No limit</del></p> <p>15 acres</p> <p>15 acres</p> <p>15 acres</p>
Rural Residential	<p>Rural Residential subdivisions which do not require municipal services</p> <p>Commercial uses which do not require municipal services, and do not discharge effluent into a receiving stream</p>	<p><del>No limit</del></p> <p>15 acres</p>
Rural Industrial	Industrial uses which do not require municipal services on specific application only	<del>Of any size on specific application only</del>





Summary of Amendments  
to the  
Metropolitan Plan  
December 1966 - December 1970

AMENDMENT 54

LAND USE CONTROL IN THE VICINITY OF  
TORONTO INTERNATIONAL AIRPORT

Under the general heading "B. Permitted Land Uses" of the Metropolitan Plan and following the Land Use Table thereof, add a new section 16A followed by the LAND USE COMPATIBILITY TABLE and Map IIC as follows:



#### Section 16.A

In accordance with the policy promulgated by the Minister of Municipal Affairs on October 9, 1969, and until such time as changes to aircraft operations and/or equipment render such policy obsolete, any development undertaken in accordance with the provisions of Section 16 of this Plan on lands which are located within any Noise Sensitivity Zone designated on Map IIC shall comply with the provisions of the Land Use Compatibility Table; provided, however, that no land located within Noise Sensitivity Zones II to VI inclusive as designated on Map IIC shall be used for residential buildings except where it has been demonstrated that there is no viable, alternative, non-residential use for such lands.

# LAND USE COMPATIBILITY TABLE

NOISE SENSITIVITY ZONES	I	II	III	IV	V	VI
<u>TYPE OF OCCUPANCY</u>						
DETACHED AND SEMI- DETACHED DWELLINGS	yes	A	B	C	no	no
TOWNHOUSES AND MAISONETTES	yes	A	B	B	no	no
APARTMENTS	yes	yes	B	B	D	no
COMMERCIAL	yes	yes	yes	F	F	G
HOTEL, MOTEL	yes	yes	F	F	F	G
OFFICE BUILDINGS	yes	yes	yes	F	no	no
SCHOOLS, HOSPITALS, LIBRARIES, CHURCHES & COMMUNITY CENTRES	E	F	F	no	no	no
THEATERS, AUDITORIUMS	E	G	G	G	G	no
OUTDOOR AMPHI-THEATERS	H	no	no	no	no	no
OUTDOOR RECREATIONAL	yes	yes	yes	yes	yes	yes
INDUSTRIAL & ANCILLARY USES	yes	yes	yes	F	F	G

## EXPLANATORY NOTES

It is strongly recommended that all new residential development be avoided in zones IV, V, and VI. Accordingly, wherever possible alternative land uses should be considered.

It is important to understand that the locations of the lines between noise zones cannot be fixed exactly. It will be necessary in some specific cases therefore, for the responsible public authority to make an appropriate interpretation of what regulations are to be made applicable.

- A. This is a marginal zone and noise may start to become a problem. It is recommended that developers be made aware of this fact and that they be required to so inform prospective tenants or purchasers of residential units. In addition, it is suggested that development should not proceed until an analysis of the noise environment is made and it is established what noise control features, if any, should be included in the building design.
- B. The developer should be made aware of the noise problem and he must undertake to relay this information to all prospective tenants or purchasers of residential units. Moreover, construction may not occur unless a detailed analysis of noise reduction requirements for the specific development in question is made and needed noise control features are included in the building design.

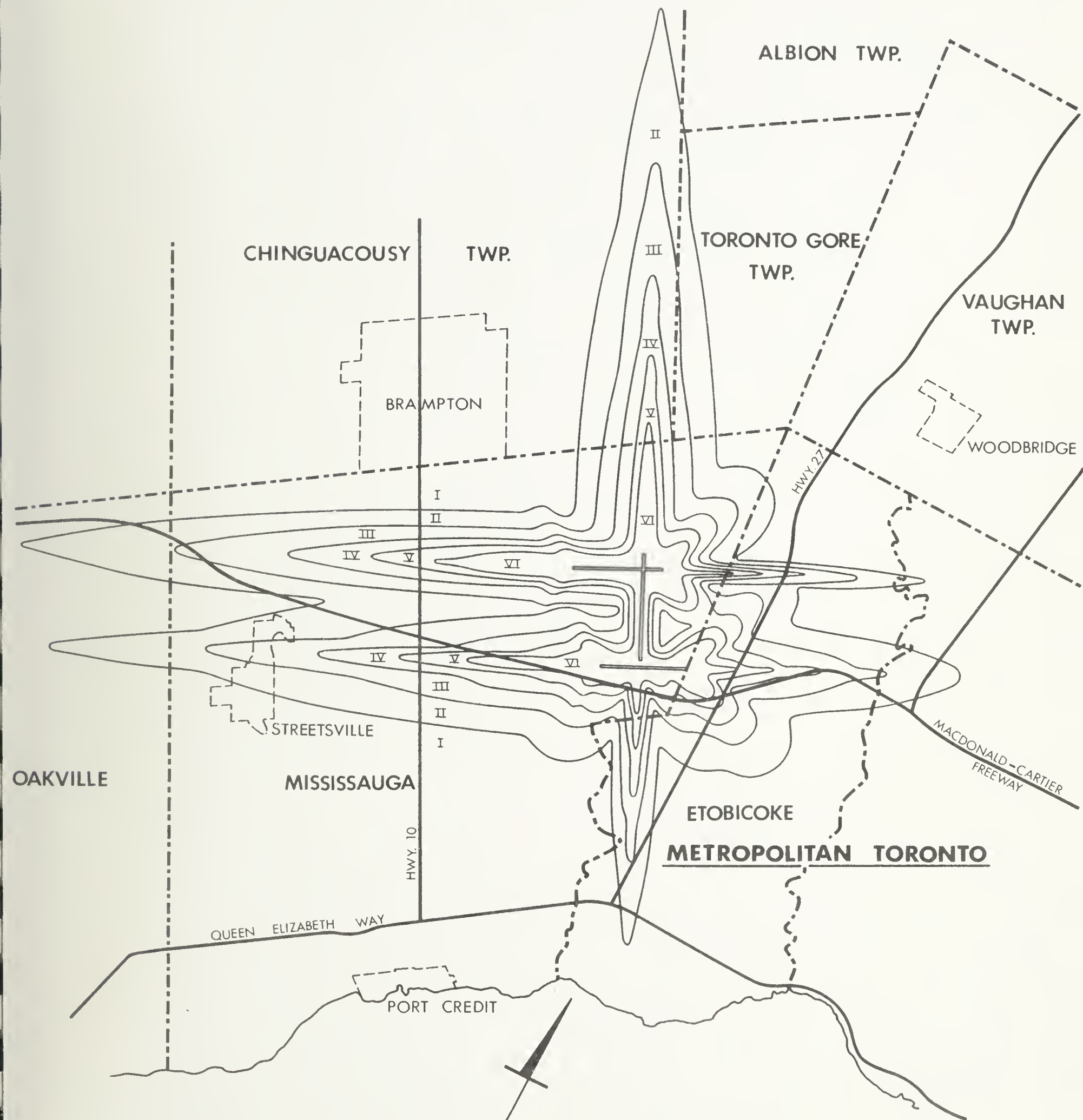


- C. These uses should not locate in this zone. Detached and semi-detached dwellings may be permitted as infilling but only as part of plans of subdivision, which, prior to the date of this statement being issued, have received draft approval. If development is to occur it is subject to the requirements of Note B.
- D. No apartments should be constructed in this zone. Where it can be demonstrated that the proposed development constitutes a limited amount of infilling, however, development may be permitted but subject to the requirements of Note B.
- E. It is advisable that these kinds of uses not be located close to the boundary between Zone I and Zone II but if they are it is strongly recommended that they be subject to the conditions of Note F.
- F. This construction may not occur unless a detailed analysis of noise reduction requirements for the specific development in question is made and needed noise control features are included in the building design.
- G. None of these uses should be constructed in this zone. Where it can be demonstrated, however, that these uses are the most appropriate ones in specific cases, taking into account all relevant factors, construction may not occur unless a detailed analysis of noise reduction requirements for the specific development in question is made and needed noise control features are included in the building design.
- H. This type of use should not be located close to the boundary between Zone I and Zone II.



# NOISE SENSITIVITY ZONES 1975 - 1976

## TORONTO INTERNATIONAL AIRPORT



**METROPOLITAN PLAN OF THE METROPOLITAN PLANNING AREA**

MUNICIPALITY OF METROPOLITAN TORONTO NOVEMBER 1969

SCALE: 1 INCH TO  $5\frac{1}{2}$  MILES

SOURCE: ONTARIO DEPARTMENT OF MUNICIPAL AFFAIRS

**MAP IIC**







